





## Mails.

## NORDDEUTSCHER LLOYD.

BREMEN.

## IMPERIAL GERMAN MAIL LINES.

FOR	STREAMERS	TO SAIL
NAPLES, GENOA, ALGERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"BULOW" ..... Capt. F. Prosch	WEDNESDAY, 8th Sept., Noon.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"PRINZ EITEL FRIEDRICH" ..... Capt. E. Malchow	About WEDNESDAY, 8th September.
MANILA, YAP, NEWGUINEA, MARVUN, BRISBANE, SYD. NEY & MELBOURNE	"PRINZ WALDEMAR" ..... Capt. F. Iske	FRIDAY, 10th Sept., Daylight.
KODAT and SANDAKAN	"BORNHO" ..... Capt. F. Sembill	Middle of September.

For further Particulars, apply to

NORDDEUTSCHER LLOYD

MELCHERS &amp; CO.,

GENERAL AGENTS, HONGKONG &amp; CHINA.

Hongkong, 3rd September, 1909.

## MESSAGERIES MARITIMES.

## FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ, CANAL.  
TO and FROM JAPAN via SHANGHAI.

FOR	STREAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA, OCEANIKEN	.....	Sellier	13th Sept., P.M.
MARSEILLES, VIA PORTS	.....	Riquier	14th Sept., at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA, SYDNEY	.....	X	27th Sept., P.M.
MARSEILLES, VIA PORTS	.....	Broc	28th Sept., at 1 P.M.

Transshipment on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 31st August, 1909.

## MESSAGERIES CANTONNAISES.

FRENCH LINE OF STREAMERS BETWEEN HONGKONG, CANTON AND  
KOUANG-SI.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line  
Departure from Hongkong at 10 P.M. (Saturdays excepted).  
Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light  
and Fans and were specially built for this trade. Excellent cuisine.  
The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite  
Shameen.

For further particulars, please apply to the COMPANY'S OFFICE at Shameen, Canton,  
or to their Agents

BARRETTO &amp; CO., Hongkong

Hongkong, 9th October, 1909.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,  
CORNER OF D'AGUIAR STREET AND QUEEN'S ROAD

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.  
Ask, or write, for Illustrated Booklet on "Defective Sight," free.  
LONDON, GALATTA, SHANGHAI,  
1, John Street, Bedford Row, W.C. 10, Bealack Street 506, Nanking Road.  
Hongkong, 4th March 1908.

## Intimations.

## THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.	No. 3 DOCK.
Docking Length ..... 515 ft.	Docking Length ..... 376 ft.	Docking Length ..... 481 ft.
Width of Entrance ... 80 "	Width of Entrance ... 50 "	Width of Entrance ... 63 "
Water on Blocks ..... 28 "	Water on Blocks ..... 26 1/2 "	Water on Blocks ..... 27 1/2 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugs are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos. 876, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liebers, Scotts,

A. I. and Watkins.

Yokohama, April 28th, 1903.

## To Let.

TO LET.

KING'S BUILDINGS, OFFICES facing the Harbour from about October, at present in occupation of Messrs. Jardine, Matheson & Co., Ltd.

Apply to—

THE HONGKONG LAND INVESTMENT &amp; AGENCY CO., LD.

Hongkong, 3rd June, 1909. [46]

TO LET.

IN No. 6, DES VŒUX ROAD CENTRAL, Offices and Godown.

In No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices.

No. 9, PEDDERS HILL, a Commodious Five-roomed Dwelling House, with Servants' Quarters, next to the Masonic Club.

Apply to—

DAVID SASSOON &amp; Co., Ltd.

Hongkong, 6th August, 1909. [58]

TO LET.

NOS. 51, 53, & 55, WONG-NEI-CHUNG ROAD.

Apply to—

HONGKONG &amp; KOWLOON LAND &amp; LOAN CO., LTD.,

No. 8, Queen's Road West.

Hongkong, 9th March, 1909. [248]

TO LET.

OFFICES and ROOMS on the 2nd Floor of No. 14, Des Vœux Road Central (formerly occupied by Messrs. Shaw, Tames & Co.).

One FIVE-ROOMED BUNGALOW, "The Nook," No. 84, Mount Gough, Peak. Garden and Tennis.

Furnished—Possession from 1st October next.

Apply to—

THE COMPADORE DEPARTMENT, E. D. Sassoon &amp; Co.,

Queen's Road Central.

Hongkong, 25th August, 1909. [188]

TO LET.

NO. 1 & 3 MORRISON HILL, also OFFICES at No. 2 PEDDER STREET.

Apply to—

Messrs. JARDINE, MATHESON &amp; Co., LTD.

Hongkong, 29th May, 1909. [408]

TO LET.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.

No. 1, CLIFTON GARDENS, CONDUIT ROAD.

A HOUSE in WONG-NEI-CHUNG ROAD.

A HOUSE in RIFON TERRACE.

OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUE BUILDINGS, and No. 109, DES VŒUX ROAD next to the Hongkong Hotel.

FLATS in MORETON TERRACE.

No. 10, DES VŒUX ROAD CENTRAL, 1st Floor.

Apply to—

THE HONGKONG LAND INVESTMENT &amp; AGENCY CO., LD.

Hongkong, 1st June, 1909. [15]

TO LET.

GODOWN No. 54, DUBBEL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT &amp; AGENCY CO., LD.

Hongkong, 1st June, 1909. [11]

## F. BLACKHEAD &amp; Co.,

SHIP-CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS  
AND GENERAL COMMISSION AGENTS,  
GROUND FLOOR,  
ST. GEORGE'S BUILDING,  
HONGKONG,  
SOAP AND SODA MANUFACTURERS

## SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT DAIMLER'S PATENT MOTOR LAUNCHES,

ac., ac., ac.

Sole Agents for FERGUSON'S SPECIAL OIL AND P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

## EVERY KIND OF

SHIPS STORES and REQUISITES ALWAYS IN STOCK

AT REASONABLE PRICES

Hongkong, 9th March, 1909. [11]

## TYPEWRITERS

FOR

## HIRE.

## REPAIR

IS OUR

## SPECIALITY.

## DRAGON CYCLE

## DEPOT,

33-35, Des Vœux Road, Central,

Hongkong.

## THE TROOPING SEASON.

MOVEMENT OF TROOPS BETWEEN ENGLAND, THE COLONIES AND INDIA.

The trooping programme between England, the colonies and India for the season 1909-10 is issued:

The steamer *Rohilla* arrives in Bombay on October 6 with details; returns to Karachi December 2 with drafts; sails again for home December 10, with Royal Horse Artillery, D. and E. batteries, and Royal Field Artillery, 1st, 16th and 41st batteries; returns to Karachi with drafts February 3, and sails again February 11 for home with details.

The steamer *Dongola* arrives in Bombay on October 19 with the 8th Hussars and sails for home on October 27 with details touching at Aden November 1; returns to Karachi December 21, with 4th King's Royal Rifle Corps, and sails again for home December 31; returns to Bombay February 22 with drafts for Burma and South India and sails again for home March 2 with details.

The steamer *Plancy* arrives at Bombay on October 28 with drafts for Burma and South India and sails again for home November 5 with details; returns to Bombay January 3, with 1st Royal Dublin Fusiliers, and sails again for home January 11 with 2nd King's Royal Rifle Corps; returns to Bombay March 4 with draft and sails again March 11 with details.

R. L. M. steamer *Dufferin* leaves Bombay November 1 for Durban with the 15th Hussars and six companies 1st Wiltshires; leaves Durban November 21 conveying 3rd Battalion Royal Fusiliers for Mauritius, 13th Brigade, R. H. A. (X and Y batteries) and 17th Brigade, R. F. A. (10th, 26th and 92nd Batteries) for Bombay and 2nd Royal North Lancashire Regiment from Mauritius to Bombay. The *Dufferin* sails from Bombay on March 25 for home with drafts.

The transport *Soudan* arrives at Madras on December 2 from China with 2nd Cameron Highlanders and sails on January 2 from Bombay and Durban conveying the Scottish Rifles and two companies of the Wiltshire Regiment.

## THE WOMAN WORKER.

THE 80 BEST PROFESSIONS FOR THE WEAKER SEX.

Particulars of some 80 professions for women are contained in the "Fingerpost," issued by the Central Bureau for the Employment of Women, at one shilling. Details are given of the cost and length of training necessary, and, as far as possible, the prospects of each calling. Miss M. G. Spencer, the secretary of the Central Bureau, dwells on the importance of character training as a preparation for all women workers. She calls attention to the fact that in the professions connected with food and dress there are not enough skilled employees to go ground.

## GOLDEN RULES.

Among the golden rules which are laid down in this book, is used for wise advice from a disinterested but expert person, before taking up any training; also that a woman should not change her profession any later than between the ages of 35 and 40.

"A private secretaryship" represents the height of most shorthand typists' ambitions, the "Fingerpost" states. Yet it asserts that women are not a conspicuous success in this profession, and, speaking with a wide generalisation, puts it down to lack of ambition and to limited efficiency. A woman tends to run too much in a groove and to forget that "experience in a rut is not enough."

## A TOO CONFIDENT OUTLOOK.

The growing tendency is lamented of the present-day secretarial workers' sense of over-security as to their prospects of employment, or of advancement, without any consideration as to their own particular capacity or their special qualifications.

The remarkable fact is pointed out that, given equal qualifications, few women in commercial undertakings pass from being employee to employer, a step taken daily by men. She puts it down to many reasons, domestic letters, fear of increased responsibility and lack of enterprise, and also to want of capital.

There are five classes of gardening dealt with in this book, the most novel, of course, being French gardening. It would be more paying than ordinary market gardening, a writer states, and also work very well suited to women; but sufficient capital to wait for results is essential.

## Intimations.

YUEN HING,  
NO. 4, D'AGUIAR STREET.

FACTORY SWATOW KIA LAK.

MANUFACTURE WHOLESALE & RETAIL DEALERS

in all kinds of hand-made

DRAWN and EMBROIDERY CHINESE

LINE GRASS CLOTH, PEWTER

WARE, &c., all of the best quality.

Hongkong, 5th August, 1909. [573]

## NOTICE TO SUBSCRIBERS.

FROM and after 1st January, 1909, the rates of Subscription to the *Hongkong Telegraph* (Daily and weekly issues) will be as follows:—

DAILY—\$36 per annum.

WEEKLY—\$13 per annum.

The rates per quarter and per month, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge.

On copies sent by post an additional \$1.50 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter. Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

(PAYABLE IN ADVANCE.) There will be no rebate to Missionary Subscribers as heretofore.

By Order,

THE MANAGER,  
Hongkong Telegraph Co., Ltd.

Hongkong, 2nd December, 1908. [45]

## WEATHER-FORCAST AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

## METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:—

- Signal No.
1. A CONE point upwards indicates a Typhoon to the North of the Colony.
  2. A CONE point upwards and DRUM below indicates a Typhoon to the North-East of the Colony.
  3. A DRUM indicates a Typhoon to the East of the Colony.
  4. A CONE point downwards and DRUM below indicates a Typhoon to the South-East of the Colony.
  5. A CONE point downwards indicates a Typhoon to the South of the Colony.
  6. A CONE point downwards and BALL below indicates a Typhoon to the South-West of the Colony.
  7. A BALL indicates a Typhoon to the West of the Colony.
  8. A CONE point upwards and BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signal. Indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. *Tamar*, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

## URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office.

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

## NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. *Tamar*.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted the Day Signals at sunset, and will, when necessary, be altered during the night.

## SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock.	Aberdeen.
Waglan.	Sau Ki Wan.
Stanley.	Sai Kung.
Cape Collinson.	Sha Tau Kol.
	Tai Pa.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the light houses.

F. G. FROE,  
Director.

1909 [19th Sept.]



## Intimation.

Powell's  
ALEXANDRA  
BUILDINGS.

## NEW GOODS

DAINTY  
ROBES

## LACE

## MUSLIN.

PRETTY  
BLOUSES

## AFTERNOON

## EVENING

## WEAR

## Ladies

and  
Children's  
MILLINERY.POWELL'S  
ALEXANDRA  
BUILDINGS.

28, Queen's Road.

Opposite the Clock Tower.

Hongkong, 28th August, 1909.

## Intimation.

TENDERS FOR REVENUE  
FARMS.

TENDERS are invited for the lease of Revenue Farms in the State of North Borneo from the 1st January, 1910, as set out hereunder.

REVENUE FARMS IN THE STATE  
OF NORTH BORNEO.

1. In making arrangements for the leasing of the Farms for the next Farm period of 1910-1911 and 1912, the Government reserves to itself the right of selecting the Farms (as provided in the Proclamations) and the names of the persons to be named in any person, by public or private sale as may be thought fit.

Subject to the above reservation it is hereby notified that tenders will be received at the Office of the Secretary to the Governor, Sandakan, up to 12 o'clock noon, on the 1st day of October, 1909, for the purchase of the exclusive privileges of the Farms described below for a period of one, two or three years commencing on the 1st January, 1910.

2. Any person either for himself alone or for himself and others, may, either in person or by agent duly accredited in writing, on any date prior to the said noon of the 1st October next, submit to the said Secretary at Sandakan, any tender he may think fit for all or any of the Farms, provided such tender is in conformity with the terms of tendering hereinafter set out and fulfils all the conditions required of the Farmer.

All tenders so made will (except at the express wish of the tenderer to the contrary) be received and treated by the Government as strictly confidential.

On receiving any such tender, Government reserves to itself the right of deciding whether it shall be considered or not.

If Government decides not to consider the tender, it will be returned to the tenderer under sealed cover.

Tenders accepted for consideration by Government will be, in the first instance, retained by Government for further consideration with the tenders handed in on 1st October, 1909, which will be opened at noon on that date, after which the successful tenderer will be selected.

3. The Farms, above referred to, are—

BRITISH NORTH BORNEO.—Opium, Spirit, Gambling and Pawn-broking, as follows:—

(a) in one concession for the whole State.

(b) in one concession for any of the following Districts of the State, the limits named including the interior territory watered by the rivers within the limits given respectively:—

(i) SANDAKAN DISTRICT.—The Territory bounded on the one side by the true right watershed of the Kinabatangan River and on the other by the true left watershed of the Patian River.

(ii) KUDAT DISTRICT.—The Territory bounded on the one side by the true left watershed of the Patian River and on the other by the true right watershed of the Pandanan River.

(iii) WEST COAST DISTRICT.—The Territory bounded on the one side by the true right watershed of the Pandanan River and on the other by the northern boundary of Province of Sarawak.

(iv) EAST COAST DISTRICT.—The Territory bounded on the one side by the true right watershed of the Kinabatangan River and on the other by the Dutch Boundary on the South at Broershoek point.

(v) PROVINCE CLARKE.—being the Territory between Batu-Batu and the Lawas northern watershed.

4. The attention of those desirous of tendering is drawn to the following terms:—

(a) The tenderer must state in his tender the annual sum offered for the Farm rent for the three years 1910, 1911 and 1912; a different sum may be offered for the first, second and third years respectively. The tenderer must also clearly state the proportion of the amount rent to be allotted to each separate Farm.

(b) The Government does not bind itself to accept the highest or any tender, and reserves to itself the right of making any arrangements it may deem advisable as regards the letting of the Farms.

(c) Each tenderer should specify in full, in English, and in the vernacular language of the tenderer, the names, residences and occupations of the persons tendering, and similar information regarding any security or any partner that the tenderer wishes to propose.

(d) The successful tenderer will be called upon to enter into a contract under the provisions of the Proclamations named in Schedule A appended.

(e) Copies of the Forms of Contracts for the Farms may be seen on application at the Office of the said Secretary, at Sandakan, or of Messrs. Guthrie & Co., at Singapore, or of Messrs. Gibb, Livingstone & Co., at Hongkong.

(f) The successful tenderer will be required to deposit with the Finance Commissioner, Sandakan, security to the value of three months' Farm rent by means of a deposit of money to the amount of one month's Farm rent, and of title deeds to the amount of two months' Farm rent.

(g) The retail rates for Chandu fixed by Government for the Opium Farm for 1910, 1911 and 1912 are those specified below:—

Per tahil ..... \$ 2.40  
" 500 packet ..... 00.30  
" 1000 packet ..... 00.15  
" 2000 packet ..... 00.12  
" 4000 packet ..... 00.06

(h) The Opium Farmer is responsible for seeing that Chandu is not sold by retail at the Opium Farm or at the Opium Farm shops at prices higher than those fixed by Government and named above (g).

(i) The Opium and Spirit Farmer may fix their own price for supplying the Opium and Spirit Farm Shops wholesale with Chandu and Spirit.

(j) During the continuance of the Farm period, the Opium and Spirit Farmer will be entitled to the use of a Trade-mark (to be approved by Government) to be affixed to any Opium or Chandu prepared by them, and to any vessel containing Spirit for sale.

(k) As soon as the new Farmers have been appointed by the Governor, they will be required to submit in writing to the Secretary to the Governor at Sandakan a Schedule showing full particulars as to the Title Deeds they propose to deposit with the Government as security for the said two months' Farm rent. If these are considered satisfactory, the new Farmers will be required to execute a mortgage of the property to the Government as provided for by law.

(l) The Farmer for the West Coast may be required to rent certain Farm buildings at Jesselton.

(m) The following Proclamations govern the conduct of the Farms in B. N. Borneo viz:—

SCHEDULE A.

The Opium Proclamation No. 16 of 1901 as amended by No. 7 of 1904.

The Liquors Proclamation No. 17 of 1901.

The Pawnbrokers Proclamation No. 14 of 1902, as amended by No. 1 of 1903, and No. 3 of 1904.

The Gambling Proclamation No. 8 of 1904.

## Public Company

THE CHINA LIGHT AND POWER  
COMPANY, LIMITED.

THE EIGHTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held at the Company's Office, St. George's Building, No. 6, Connaught Road, Victoria, on SATURDAY, 11th September, 1909, at Noon, for the purpose of receiving Statements of Accounts and the Report of the General Managers for the 11 months ending 31st July, 1909, and electing a Consulting Committee and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED ON FRIDAY, the 10th, and SATURDAY, the 11th September, 1909.

SHEWAN, TOMES & Co.,  
General Managers.  
10th Floor, 27th August, 1909. [609]

## Auction.

## PUBLIC AUCTION.

THE undersigned have received instructions to sell by

## PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

## TO-MORROW,

the 4th September, 1909, at 2.30 P.M., at their

Saleroom, No. 8, Des Voeux Road,

corner of Ice House Street,

A LARGE ASSORTMENT OF

JAPANESE CURIOS.

Comprising:—

IVORY CARVINGS, BRASS AND

BRONZE VASES, BOWLS, MAKUDZU

VASES, PLATES and TEA SETS, SILK-

EMBROIDERED SCREENS, KAKE-

MONOS, WALL HANGINGS, SATSUMA

VASES and TEA SETS, KAGA and

NAGOYA TEA SETS, &c., &c.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HUGHES,

Auctioneers.

Hongkong, 30th August, 1909. [618]

## Intimations.

NOTICE is hereby given that the portion of Reclamation Street lying between Saigon Street and Market Street will be CLOSED FOR TRAFFIC FROM MONDAY, the 6th instant, until further notice.

P. N. H. JONES,

Director of Public Works.

Public Works Department,

Hongkong, 2nd September, 1909. [625]

## REGRET

You will NEVER if you

VISIT

MOHIDEEN &  
THAHA

in

D'AGUILAR STREET,

the

NEW JEWELLERS  
AND DEALERS

in

CEYLON PRECIOUS  
STONES

of every description, and  
other GEMS.

Hongkong, 31st August, 1909. [619]

PEAK TRAMWAYS COMPANY,  
LIMITED.

## TIME TABLE.

## WEEK DAYS.

7.00 a.m. to 10.00 a.m. ... Every 15 minutes.  
10.00 a.m. to 11.00 a.m. ... Every 15 minutes.  
11.30 a.m. to 12.45 p.m. ... Every 15 minutes.  
12.45 p.m. to 1.15 p.m. ... Every 15 minutes.  
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.  
1.45 p.m. to 2.15 p.m. ... Every 15 minutes.  
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.  
3.00 p.m. to 5.00 p.m. ... Every 15 minutes.  
5.00 p.m. to 8.00 p.m. ... Every 15 minutes.

## NIGHT CARS.

8.45 p.m. and 9 p.m. to 11.15 p.m. ... Every half hour.

## SUNDAYS.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes.  
9.00 a.m. to 10.00 a.m. ... Every 15 minutes.  
10.30 a.m. to 11.00 a.m. ... Every 15 minutes.  
11.00 a.m. to 12.00 noon ... Every 15 minutes.  
12.00 noon to 1.00 p.m. ... Every 15 minutes.  
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.  
5.00 p.m. to 7.00 p.m. ... Every 15 minutes.  
7.00 p.m. to 8.00 p.m. ... Every 15 minutes.

## NIGHT CARS on Week Days.

## SATURDAYS.

Extra cars at 8.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the

Company's Office, ALEXANDRA BUILDINGS,

Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,  
General Managers.

Hongkong, 1st April, 1909. [614]

STRANDING OF THE  
"DERFFLINGER."

## HOW IT HAPPENED.

Though a few days late the T.M.S. *Derfflinger* came into port at an early hour yesterday morning, none the worse for taking the ground in the vicinity of the Needles on her outward run, says the *Singapore Free Press* of 27th ult. A report got about on Wednesday evening owing to the non-arrival of the mail steamer that something had gone wrong with the machinery, but there is no truth in the rumour, the reason being that owing to the strong current running with the steamer and the difficulty of berthing her at Tanjong Pagar in the dark, the pilot deemed it expedient to come alongside in daylight. The story of the vessel's stranding after she had left Southampton is a simple explanation of how dependent are these giant steamers on some insignificant cogwheel, rive, or other part of their vast mechanism. Just at the critical moment the steam steering gear went wrong in a current running strong, and the *Derfflinger* found herself stuck fast on a sand-bank. "The vessel," to use the words of an official on board, "was just as steady as you see her now. No commotion, no uneasiness, no desire even on the part of the passengers to leave the steamer. Fortunately the weather was calm and the work of discharging cargo was carried on as simply as at Tanjong Pagar. The forced detention was enlivened by music, cards, ship's sports and wondering when we should float. Five strenuous Southampton tugs came out after we had discharged 150 tons of cargo. Nobody went away in the meantime although we told them that if they wished they could transfer to another of the Company's steamers, free of charge, but all seemed determined to stand by the *Derfflinger* and they did. After putting overboard 150 tons of heavy stuff, including a lot of silver for China, the vessel was ready for the combined efforts of the tugs and was floated successfully. As soon as this was accomplished we steamed back to Southampton and had a thorough survey made of the vessel's keels. Divers were sent down and an unanimous opinion expressed that no injury had been sustained. The place where we went ashore being sand naturally accounts for this opinion. The particular spot is about a mile from the Needles, or two hours from Southampton, and at the time we struck a strong current was racing through a narrow passage. At Southampton we took our 150 tons of lighter cargo on board again including the Chinese silver and several fresh passengers who had heard of the detention and whom it suited to embark just then. The vessel then left on her Eastern voyage, after two days detention as sound as she is now, and probably there will be no docking until we reach Bremerhaven again.

"Troubles never come singly," remarked the narrator of this account to the S.F.P. reporter. "When we were going through the Suez Canal a large British freight steamer just ahead of us got the chain of a buoy round her propeller and there we were stuck for another twenty-four hours, but no harm beyond the delay."

## ROBBED PROSPECTS.

COMPETITION BETWEEN WILD AND TAME MUST LOWER PRICES.

Commenting on an article on Rubber Output and Rubber Dividends, which we quoted recently from the *Economist*, Mr. Arthur Young, writing to the same journal, says:—

In the article in your last week's issue on Rubber Output and Rubber Dividends, your contributor qualifies the strength of the position: he sets forth by stating that he has only presented one side of the question. The following statistics, bearing on the other side, may be of some interest, more especially as towards the end of the article he makes reference to the comparatively small production of the Malay Peninsula. Certainly such is the case at the present moment, but statistics go to show that already upwards of 200,000 acres are planted with Rubber in these regions, to say nothing of what has been done in Ceylon, Sumatra, Java, and other parts of the world, and in five years' time all this area of 200,000 acres will be producing, and on the basis of recent returns from estates now in bearing, the production in 1914 will amount to something like 50,000,000 lbs. or 32,000 tons in round figures, presuming always that there will be sufficient labour to collect and treat such a quantity, and that in the meantime no other contingency, such as disease or hurricanes, have interfered with the trees. Presuming that a similar production is forthcoming from estates already planted in other parts of the East other than the Malay Peninsula, the figures become somewhat startling. One can hardly believe that consumption will increase in a like proportion, and therefore it is to be expected that the time is not far distant when great competition must arise between wild and tame rubber, and a considerable reduction in price result. While it is possible that a moderately capitalised plantation will be able to hold its own, it will be well for the intending investor to make up his mind what is a moderate capital, and avoid companies whose capital has been watered freely.

## LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE.

14, D'AGUILAR STREET,

HONGKONG.

Hongkong, 1st September, 1909. [614]

## Intimations.

## HONGKONG GYMKHANA CLUB.

THE FOURTH MEETING of the Season will be held at Happy Valley, TO-MORROW, the 4th September, commencing at 4.15 P.M.

The Charge of Admission will be \$1.00 for others than Members of the Hongkong Jockey Club or Gymkhana Club.

Soldiers and Sailors in uniform Half-price. The Committee invite the Ladies of Hongkong to be present.

C. GORDON MACKIE,  
Hon. Secretary and Treasurer.  
Hongkong, 3rd September, 1909. [622]

## HONGKONG CRICKET LEAGUE.

THE ANNUAL GENERAL MEETING will be held in the Hongkong Cricket Club Pavilion on MONDAY, 13th September, at 5.30 P.M.

All clubs wishing to compete in the coming season are invited to send representation.

A. O. BROWN  
Acting Hon. Sec.  
Hongkong, 1st September, 1909. [623]

## JUST LANDED:

The well-known and famous brandy

"Bisquit Dubouche

& Co."

Per Bot.

XXX Very Old Fine .....\$2.50

V.O.C.B. Guaranteed 20 Years

Old ..... 5.50

ALSO

QUINQUINA?

QUINQUINA?

DUBONNET?

FRENCH STORE,

Sole Agent.

Hongkong, 30th April, 1909. [610]

## FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,

CABINET-MAKERS AND ART DECORATORS,

from Shanghai, has re-opened their

FURNITURE STORE

at

No. 39, DES VOUEX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Office, Messrs. A. S. Watson & Co., Firms and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co.,

25th May, 1891.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 6th August, 1909. [611]

## Consignees.

## MOGUL LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "ATHOLL," FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th Sept. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 30th September, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th Sept., at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.

Hongkong, 30th August, 1909. [615]

## "BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENVENUE," FROM ANTWERP, MIDDLESBROUGH, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th Sept. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 1st Sept., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th Sept., at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTONE & Co., Agents.

Hongkong, 31st August, 1909. [616]

## Consignees.

## S.S. "POLYNESIEN."

COMPAGNIE DES MESSAGERIES MARITIMES.

## NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Dordogne* and *Medoc*, from Havre ex s.s. *Dordogne*, and from Bordeaux ex s.s. *Ville de Valenciennes*, in connection with above Steamer are hereby informed that their Goods, with the exception of Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at



Intimation.



A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

AERATED WATER MANUFACTURERS.

SPECIALITIES:

DRY GINGER ALE.

LIME FRUIT CHAMPAGNE.

PAGNE.

ORANGE CHAMPAGNE.

STONE GINGER BEER.

PALATABLE

AND

REFRESHING.

Watson's

FRUIT SYRUPS

mixed with aerated or plain water make excellent refreshing beverages.

Guaranteed to be made from the pure juice of sound ripe fruit.

A. S. WATSON & CO., LIMITED.

HONGKONG and KOWLOON.

Hongkong, 15th July, 1909.

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE) DAILY—\$85 per annum. WEEKLY—\$15 per annum.

The rate per quarter and per annum, proportional to the above, for a period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.50 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 80 cents per quarter.

Single Copies, Daily, 10 cents. Weekly, twenty-five cents (for cash only).

The Hongkong Telegraph

HONGKONG, FRIDAY, SEPTEMBER 3, 1909.

HONGKONG'S REVENUE PROBLEM.

SINGAPORE CRITICISMS.

The last issue to hand of the Singapore Free Press has the following thoughtful leading article on Hongkong's revenue problem:—

As a pendant to our remarks concerning the likelihood of Hongkong or any other Colony finally obtaining any substantial compensation for the loss of revenue occasioned by the suppression of the opium trade, it is interesting to consider what steps Hongkong proposes to make good the deficiency thrust upon it by the faddism of the anti-opium party at Home. The Government there has introduced a new Liquors Ordinance in which we speak guardedly because the actual text is not before us—it appears they propose that one method of raising funds to meet the deficiency, should be by charging some of the cost against liquor. That as a scheme in a Colony which has heretofore been free from any direct taxation on liquor as we under-

stand, seems a reasonable course to pursue. The money has to be found since the Home Government shows not the slightest intention of redeeming its promise, and has to be found locally, so it is advisable to try and obtain it by a method which will hurt the general community least, and that is through luxury. But the actual method of raising the money as proposed by the Hongkong Government appears to be an extraordinarily unwise one, and one which will not obtain the full benefit such a tax ought. In brief it is proposed to raise the price of liquor licences as to make up a material sum towards the deficit which has to be met. It is estimated the proposed increase would raise a sum of about \$250,000 and would make licences extremely dear. The objections to this course are so obvious, that one cannot but feel that the only reason Government proposed it was in order to maintain the sentimental fiction of Hongkong being a free port. Unquestionably the raising of licences to the extent proposed would drive many smaller holders out of business, it would be an active incentive to hotel proprietors to deal in cheaper kinds of alcoholic liquors, and it would fall entirely to touch the private drinker. It would mean in fact merely placing a premium on drinking in hotels or clubs, as we understand Government proposes to deal with clubs also. Meanwhile the person who still cared to import his alcohol would do so without extra payment, and there would be constant trouble in dealing with such elusive definitions as would denote the difference between a private boarding house, paying guests and all the other varieties of people who live in other people's houses at inclusive charges.

The weight of public opinion has been fairly clearly shown to be entirely opposed to this system, although there have not been wanting those who have pointed out that there will be no hardship on hotel licensees, as they will merely increase their charges to cover the new fees. But the constructive criticism indicates a desire to see some sort of duty collected on the liquor as imported. There is the suggestion of bottles being revenue stamped, of merchants sending accounts in to Government of imports and sales, and the regulation of amounts due accordingly, and also of including under the Ordinance aerated waters as well as alcoholic liquor. This latter appears an extremely sensible addition, and we shall be interested to see whether the temperance party makes any objection to this inclusion. It would not in the least surprise us if they did, because it is quite impossible to drive out of the head of the average temperance man that alcohol is taxed not because of its being something not absolutely necessary for everyday life, but because the consumption of it is inherently wicked. As things stand Hongkong appears to have got into a very pretty hole, and is a little exercised as to how it is to get out, seeing that the Home Government has proved a very broken reed. But other people's troubles like other people's morals, may serve as enlightenment for us, and it would be as well for local legislators to consider, before the question of our own revenue arises, what should be done in the case of Singapore.

Our own Government will not have the liquor tax to fall back on as a new source of revenue, since there has always been the Farm. On the other hand it may be said that we are in no immediate danger of losing our opium revenue. This, speaking in a direct sense, is probably quite true, as we do not think the Home Government is inclined to go any further than it has gone in the matter, but whilst the opium revenue may not directly be taken from us as has been the case in Hongkong, we feel it necessary to state our firm conviction that under Government management, which is shortly to come about, opium as a source of revenue will be extraordinarily diminished, and that not so much for the reason of a decrease in consumption, as in the very certain increase in cost of management which will inevitably ensue once the Opium Farm becomes a Government department. The public generally are not at all satisfied that the Government management of Tanjong Pagar Dock is the success it is declared to be. It is claimed, and with considerable truth, that not only is Government competition doing irreparable harm to private business, but that it is doing that on a basis of working which no commercial company could hope to employ and show successful trading. We do not anticipate that any very different result will follow in the case of a Government opium farm. Our morals will doubtless be vastly improved, but our pockets will suffer to a far greater comparative degree, and it is therefore the urgent business of our unofficial members, to seriously consider the financial position of the Colony in the light of the extreme diminution and possible extinction of its opium revenue in the not far off future, and the course of conduct to be adopted so as to best fit the Colonial revenues to meet the loss.

LOCAL AND GENERAL.

Fifty dollars were imposed on a boatman at the Magistracy this morning for making fast to a steamship.

As will be seen from our advertising column, the Government is advertising the powerful dredger *St. Enoch* for sale.

A CHINESE shroff was charged this morning at the Magistracy with the alleged embezzlement of \$123.50 from a certain British firm. The case was remanded.

FOR stealing a quantity of rubber, two men were fined \$25 each in the Police Court this morning. A like amount was imposed on another Chinaman for the theft of a brass pipe.

THE Chinese Chamber of Commerce in Shanghai has contributed a thousand Mexican dollars to the fund for the relief of the affected people in Osaka, through the Japanese Consul-General, Mr. Kikuchi.

New Territory Enterprise.

PROSPECTING FOR GOLD.

PIONEERS' DISCOURAGING RESULTS.

Since the discovery of iron ore in the New Territories by the enterprising syndicate promoted by Sir Paul Chater and the subsequent flotation of the Hongkong Iron Mining Co., Ltd., little has been heard in connection with prospecting for minerals in the New Territories. Although nothing has transpired publicly of individual or collective enterprise in that direction, that was not to say that the spirit of speculation has lay dormant and allowed the resources of the hinterland of the island to go unexploited. Information has just reached us which goes to show that there are not wanting those who are prepared to risk money and employ time and labour in an attempt at discovering payable ore in the territories lying beyond the hills of Kowloon. The city is that promising results have not rewarded the labours of the latest enterprising syndicate to be brought to our notice. For the present and until we are in a position to place ourselves in possession of first-hand information from the parties more intimately associated in Hongkong's mining venture it would be inexpedient to mention individually the names of the gentlemen connected with the Shatin prospecting syndicate which is the title that may conveniently describe the parties concerned in the absence of an exact knowledge of the proper title by which the syndicate call themselves. Our information associates the names of gentlemen who are prominently connected with the work of development of the New Territories with those of Mr. Phillips, an expert prospector, and Mr. Fox, gold-washer, both of whom have had technical and practical experience of gold mining in the fields of the Commonwealth of Australia.

Little more than three months ago a prospecting licence was obtained which enabled the syndicate to operate within an area covered by a continuous line of six miles in extent from the Ninth-Mile Post along the line to Tai Po. Headquarters were established at the Shatin camp. After several weeks of active operations, the prospectors came across gold bearing quartz. A small quantity of ore was shipped to Manila where the assay report was not favourable to development work. Traces of gold were found in the ore, but it proved of such a poor quality that the gold recovery could never be made to pay the cost of mining. On the advice of the principal prospector, therefore, the syndicate has decided to abandon operations, at any rate for the present.

In this connection it may be interesting to record that a caretaker is still retained in Tai Shui Hang village in the interest of another mining syndicate, who have erected a large corrugated iron shed within which is stored a quantity of mining machinery all packed in cases. It is surmised that a light line of rails will at some time or another be constructed to connect this place with Shatin in anticipation of the commencement of mining operations. If this industry develops into a paying one a new era may open up for the New Territories.

CHINESE NAVAL COMMISSIONERS.

EXPECTED IN HONGKONG.

Admiral Sah Chen-ping and Prince Shun Pui-lap, the special Chinese Naval Commissioners, who are on a tour of inspection of the naval bases in North and South China, are expected to arrive in Hongkong, on the 7th or 8th inst.

D. E. Tsai Nai-huang, the Taoist of Shanghai, has praised the Chinese Club in Hongkong of the contemplated visit of the naval commissioners. A meeting was accordingly held at the Chinese Club yesterday to arrange a programme of reception in honour of the distinguished visitors. After some discussion, it was decided to hold a banquet at which their Excellencies will be invited to attend.

From Hongkong, the Commissioners will proceed to Whampoa and Canton, thence back to Hongkong. The probability is discussed of the Commissioners prosecuting their journey to Europe and America to make a careful study of the system of naval organisation obtaining in those countries.

Price Tsai Hsun, accompanied by Admiral Sah of the Chinese Navy, arrived in Shanghai on 29th ult. from the North on board Admiral Sah's flagship. They reached Woosung shortly before noon, and came up river on board a Chinese dispatch vessel which had been gallantly decorated with flags and bunting. As the vessel approached Shanghai a salute of three guns was fired, and at the Kinleyuen wharf, which was reached about 2 p.m., an escort of 31 Chinese soldiers, mounted, and carrying rifles, was in waiting, and formed a guard of honour as the Prince and Admiral Sah stepped ashore. The distinguished visitors then entered carriages, and accompanied by the escort, drove along the Bund and Nanking Road to the Bureau of Foreign Affairs in the Bubbling Well Road. At the Yangkiopang Bridge they were met by an escort of twelve Sikh troopers under Sub-Inspector Spottiswoode, and Trooper McSwaine.

THE "TACOMA-MARU."

HANDSOME TESTIMONIAL TO THE KAWASAKI YARD.

The O. S. K. steamer *Tacoma-maru*, which was built at the Kobe Kawasaki Dockyard and has completed her maiden voyage to Tacoma, is stated to have proved very satisfactory in all respects, her arrival at Tacoma being two days ahead of schedule. It is now stated that the board of directors of the Osaka Shosen Kaisha has presented a testimonial to the Kawasaki Dockyard, accompanied by a gift of ¥10,000.

CANTON DAY BY DAY.

THE SHAMEN DISTURBANCE.

[From Our Own Correspondent.]

Canton, 2nd September.

With reference to the disturbance which occurred here yesterday morning between the Shamien Chinese guards and the rice merchants as reported yesterday, the Taoist of Constabulary has now ordered the Captain of the guards, Fan Kam-Chuen, to be removed from office and the two men who were the originators of the disturbance to be bamboozed, and further to be exhibited in the stocks in Sha Kee street. When the disturbance was in progress, the guards entered the Hong Lung rice shop and they attacked the accountant and destroyed goods to the value of over two hundred dollars. The guards are alleged to have also taken away from the shop an account book and a sum of 70 taels in cash, as reported by the shop folks to the Taoist of Constabulary. Captain Fan, besides being removed from office, was required to compensate the shop for the loss. After the case was so settled, the Taoist of Constabulary again proceeded to Sha Kee street and personally persuaded the rice merchants to resume business. The rice merchants all appeared satisfied with the action of the officials in the punishment meted out to Captain Fan and the guards, and shortly afterwards in the afternoon of the same day, re-opened their doors and resumed business as usual. Captain Fan was furthermore ordered by the Taoist of Constabulary to let off a quantity of fire-crackers at the doors of the rice shops in that street in token of apology for his mistake. The injured men are now under the medical treatment of the Canton Red Cross Society.

CONSUL-GENERAL IN AUSTRALIA.

Owing to the death of his mother, Taoist Liang Lan Fan, at present Chinese Consul-General in Australia, has applied for four months' leave of absence to return to his native city in Canton to go into mourning. Taoist Liang is expected to arrive here very shortly.

THIEF.

Yesterday a thief was arrested by the guards of the Canton-Hankow Railway for stealing a railway passenger's luggage which contained a sum of two hundred dollars. The thief was handed over to the Nanchow Magistrate; he was ordered to be exposed in the stocks for ten days at the Railway station at Wong Sha. After the expiration of this period, the man will serve a term of imprisonment.

THE NEW VICEROY.

The new Canton Viceroy, H.E. Yuan Shu Hsun, is expected to arrive here this afternoon from Hongkong by the steamer *Hsin Ming*. The officials have assembled at the Tien Tsz Wharf and arrangements have already been completed to receive H.E. Yuan. On his arrival here the new Viceroy will take up his temporary residence in the Kwong Ngar Shu Kuk and will remove to the Viceroy's yamen when he has assumed charge of office on the 4th instant.

[The Viceroy's arrival at Canton was announced in a special telegram from our Canton correspondent, yesterday afternoon.—Ed., J.K.T.]

AMERICAN CHANGES IN CHINA.

MINISTER CRANE SPEAKS OF REAPING MACHINES—THE BANKING OUTLOOK.

Charles R. Crane of Chicago, the newly appointed Minister to China, was in New York on July 31, and had something to say about the chances for American commercial enterprises in the Far East.

"Among the things most generally sold in China," he said, "are American mowing machines and reapers. They have been introduced into North China and into Eastern Siberia. The manufacturers have not only established three or four distributing stations in Northern Asia but one of them is arranging to build a reaper factory in Moscow, which will serve as a means of supply to the Chinese and Siberian trade as well as in Russia proper. "We shall need strong banking institutions in China," he went on, "and no doubt in due time we shall have them. The recent opening of branches of the International Banking Corporation in Peking and Hankow is the beginning of a move in the right direction. With good administrative support and strong financial interests enlisted every banking requirement for the promotion of American interests in China will, without doubt, be forthcoming."

THE imports of cotton last year at Odessa amounted to 11,000 tons from Singapore and Straits and 9,000 tons from Ceylon respectively. It is estimated that at least a similar quantity will be imported during the year 1909.

THE Chinese Engineering and Mining Company, Limited, inform us that the total output of the Company's three mines for the week ended August 21, 1909, amounted to 34,163.13 tons and the sales during the period to 20,762.87 tons.

THE Korea's latest run across the Pacific was uneventful. The passengers were, somewhat disappointed at not being allowed to land at Honolulu, where the liner was detained one day by the quarantine officials. A supposed case of plague had developed in the steerage quarters, and the authorities made a thorough investigation before they gave the steamship pratique. So far as sociability aboard ship was concerned, the passengers enjoyed themselves immensely. Numerous entertainments were given, and it is said that Consul-General Wilder was the shining spirit in these affairs. After leaving Honolulu, at a gathering in the dining hall, Wilder made some remarks, the following being credited to him among other humorous things: "I know why they call Honolulu the 'Paradise of the Pacific.' Because it's such a hard place to get into."

TREE-FELLING BY CHINESE.

WOOD-STEALERS FINED.

Tree-felling is a common offence among the coolie fraternity of the Colony. This morning, two private chair coolies in the employ of Mr. John Hastings and Lieut. Col. Moray, of The Buffs, were arraigned before Mr. F. A. Hazeland (First Magistrate) for being in unlawful possession of newly-cut wood. It appears that the two men some time ago decided that they should relieve Government of a particular tree in the Peak district and having once made up their mind, forthwith set to work. With the help of sharp-edged choppers, they vigorously proceeded with their work of wood-stealing, but unfortunately they were rudely disturbed from their occupation by the unannounced appearance of an Indian policeman who had just been sent from the police station on his beat. As soon as the thieves smelt danger, they unceremoniously dropped their hatchets, and, incidentally, the tree, and made a bee-line as fast as their legs could carry them to the houses of their respective employers. They were, however, shortly afterwards captured, this part of the work being greatly facilitated in view of the fact that one of the coolies had on a lively having all the colours of the rainbow. This morning, the two coolies had to each contribute \$7 to the Colony's much-depleted Treasury.

CALIFORNIAN FEES.

CHINA'S PARTICIPATION.

The first batch of checks for the Portola festival fund of \$200,000 reached the committee at its headquarters in the Phelan building yesterday, reports the *San Francisco Chronicle* of 28th July. These were in response to the formal appeal issued by the finance committee of the festival on Monday. More checks and promises of subscriptions are expected to-day, and from now on it is hoped that there will be a steady stream of remittances.

Until Monday, when 25,000 individual letters were sent out by the finance committee, signed by Louis Stoss, Frank B. Anderson and James K. Armsby, and the publicity given to the call, in yesterday's newspapers, no stop had been taken by the committee to collect funds.

It was felt that it was advisable, before soliciting subscriptions, to see to what extent the outside world would be interested in the festival. Now that it has been established that all the principal foreign nations will send warships here, or will be represented in some official capacity, and that many thousands of visitors will come to the city, it is believed that the importance of providing an elaborate celebration is so generally realized that contributions will be freely made not only by all classes of citizens of San Francisco, but also through-out the State.

TO REPRESENT CHINA.

The announcement that the Chinese Government, having been assured that Chinese sailors will be as welcome on American soil as the sailors of any other friendly power, will in all probability send one, and perhaps two, warships here was a chief topic of interest yesterday. While confirming the fact that the Chinese residents of the city are overjoyed with the prospect of a Chinese warship coming here, the Chinese Consul-General had nothing new yesterday to add to the announcement in yesterday's *Chronicle*.

The vessels from which the Chinese Government will likely make a selection for its representation here, it was said yesterday, are the *Hai Shen*, the *Hai Shou* and the *Hai Yang*. These three warships were built for China by the Vulcan Iron Works at Stettin, Germany, in 1897 and 1898. Each is a cruiser of 2,905 tons displacement, having a speed of 20.7 knots, and carrying a complement of 244 men.

In the event that China decides to send a larger vessel, the cruiser *Hai Chi* will, it was said, probably be selected. This ship was built at Elswick in 1899, and is of 4,300 tons displacement, with a speed of twenty-four knots. She carries 374 men. The *Hai Chi* is the most powerful Chinese warship completed, a number of new battleships which have been projected for the new Chinese navy not having yet been finished.

The participation of China in the Portola festival, it was said by prominent Chinese yesterday, will be made in a whole-hearted way. The part which the United States has played in the international game of which China has been the checkerboard, has been much appreciated by the Chinese, who particularly remember this country's disinterested action in the matter of the Chinese indemnity.

WILL BE A MONSTER PAGEANT.

With the assurance that China will send a warship here, the list of countries which are certain to be represented in the naval pageant in San Francisco bay includes: Great Britain, France, Germany, Holland, Italy, Japan, China and a number of Central and South American republics, besides the vessels which the United States Navy Department will delegate. In all it is likely that nearly fifty warships will be assembled here, flying the flags of fifteen or more nations.

"With the foreign nations and our own Government contributing so splendidly to the programme," said Chairman Louis Stoss of the finance committee, yesterday, "it becomes absolutely necessary that the remainder of the Portola committee, acting for the State, should be correspondingly magnificent."

"The reputation of California demands that the entire festival be on a scale never before approached by a State celebration. As every resident of the city and in a lesser but still a very tangible degree every resident of the State will benefit by the coming of so many thousands of visitors, we have no doubt that the amount which we consider necessary to raise—\$200,000—will be subscribed, and so promptly that we shall be able to start at once with the preparations."

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

NANKING EXHIBITION.

DATE OF OPENING.

[By courtesy of the "Shung Po"]

Shanghai, 2nd September.

The Exhibition at Nanking will probably be opened some time about the fourth moon next year, or possibly later. No date has been definitely decided upon yet.

The following Imperial Decree is dated Peking, 28th ult., and is printed in the *Shanghai Mercury*:—

We have frequently decreed that the development of industries is one of the important objects of the administration of the state and we have ordered Viceroy and Governors to attend to and we have despatched High Commissioners, to exhibitions of various foreign countries in view of developing our people's knowledge to improve their industries. Our country has a large area and there are very many products and we should never neglect to improve them. We have received a memorial from the Board of Agriculture, Works and Industries that at Nanyang an Industrial Exhibition will be opened and asking that the goods to be exhibited be exempted from all duties and likin. The Liaoning provinces are well developed and prosperous and it is suitable to open such an enterprise to show an example to the other provinces. Therefore we hereby appoint Chao Jan-chun, the High Commissioner of Trade for Nanyang (Southern ports), and the Viceroy of Liaoning, the Presidents of the Nanyang Industrial Exhibition, and we also order Viceroy, and Governors concerned that all the goods to be exhibited in the Exhibition be exempted from all duties and likin. When the Exhibition is opened the Board of Agriculture, Works and Commerce will detail a competent official as the Chief Commissioner for examining the exhibits who will attend the ceremony of the opening to show our sincere wishes of having proper development of agriculture and industries and thereby to expand our commerce.

STUDENTS FOR AMERICA.

FORTY-TWO DESPATCHED.

[By courtesy of the "Shung Po"]

Peking, 2nd September.

The Ministry of Posts and Communications has despatched forty-two students to America.

COPPER CURRENCY.

MINTING TO BE STOPPED.

[By courtesy of the "Shung Po"]

Peking, 2nd September.

The Ministry of Finance has notified all the Provinces to stop the minting of copper cents.

PROVINCIAL EXPENDITURE.

DITURE

SUPERVISORS' REPORT AWAITED.

[By courtesy of the "Shung Po"]

Peking, 2nd September.

The Ministry of Finance is unable to ascertain the budget of expenditure for the Provinces until the Board receives from the financial supervisors of the respective Provinces their reports on the prefectures and sub-prefectures.

HONGKONG WATER POLO SHIELD COMPETITION.

NINTH ROUND.

VICTORIA RECREATION CLUB vs. ROYAL ENGINEERS.

The representatives of the Victoria Recreation Club added another victory to their long list yesterday afternoon when they met and defeated the Royal Engineers in the last round of the Hongkong Water Polo Shield Competition. The play was not as fast as many anticipated, the game being a one-sided one in favour of the home team from the very commencement, Carroll scoring twice and Pereira and Barros one goal each in the first spell. A lot of loose play was witnessed in the latter half of the game and although the Engineers looked like scoring once or twice at this stage, Alves and Carroll, the Club's backs, were always available for checking this move and frustrated all attempts, the latter swimmer and Remedios adding another goal each before time; the register showing 6 goals to nil in favour of the Victoria Recreation Club. The old Club are to be congratulated on carrying off the Challenge Shield again this season, being represented this year in the contest by L. E. Lamont (Capt.), A. H. Carroll, A. E. Alves, A. V. Barros, A. A. Claxton, R. M. Remedios and J. M. Roxa Pereira.

LEAGUE TABLE.

Played	Won	Lost	Drawn	Points
V. R. C.	8	0	0	16
C. V. C.	7	1	0	14
Buff.	7	5	2	10
L. R. C.	8	4	3	10
B. O. C.	7	3	2	8
R. E.	7	2	3	8
Eng. Co. R.G.A.	7	1	6	4
Sh. Co. R.G.A.	7	1	6	4
Sh. Co. R.G.A.	1	0	1	1



## Telegrams.

## "HONGKONG TELEGRAPH" SERVICE.

## EX-VICE-PRESIDENT FAIRBANKS.

## AUDIENCE WITH THE REGENT.

[By courtesy of the "Shung Po"]

Peking, 2nd September.

Mr. Fairbanks, ex-Vice-president of the United States of America, has arrived at Peking and has had an audience with the Prince Regent.

Both have expressed their mutual pleasure at the cordiality of the meeting.

## CHANG CHIH-TUNG.

## SHOULD RESUME DUTY.

[By courtesy of the "Shung Po"]

Peking, 2nd September.

In view of Grand Councillor Chang Chih-tung's protracted illness, the Prince Regent fears it might affect the business of state very much.

His Imperial Highness has, therefore, charged Tsai Cheuk and Na Tung to again visit Chang Chih-tung, and urge upon him the advisability of resuming duties as early as possible.

## THE CHIENTAO DISPUTE.

## AGREEMENT CONCLUDED.

[By courtesy of the "Shung Po"]

Peking, 2nd September.

An agreement has been concluded between China and Japan regarding the Chientao dispute.

Japan recognises the territory as belonging to China, while the latter recognises Japan's jurisdiction over both Japanese and Korean subjects residing within the territory. All other residents come under the jurisdiction of China.

The general tenor of the agreement is to the foregoing effect.

The agreement was signed on behalf of the Chinese Government by Sheung Fong, the Minister Plenipotentiary.

## TRADE-MARK DISPUTE.

## DECISION IN FAVOUR OF FOREIGN FIRM.

The Patent Bureau has upheld a petition brought by Messrs. Job, S. Stellers & Co., Nuremberg, Germany, for invalidation of a trade-mark, No. 23,354, registered by Mr. Kamijo Chojiro, No. 8, Yokoyama-cho, 3-chome, Tokyo, and decided that the trade-mark in question used for lead pencils is invalid. The decision is published in the Official Gazette of the 24th ultimo.

In giving reasons for the decision, the Patent Bureau tribunals state that the trade-mark, No. 23,354 registered by respondent on November 18th, 1904, consists of a design of a crescent, both ends of which are connected with a curved line, or yukiwa (snow ring). The conspicuous part of this trade-mark, which attracts the public attention, is the form of the crescent, and it may therefore be called the moon or crescent mark. The trade-mark held by petitioner, which was registered on January 31, 1899, No. 11,974, can also be called the moon mark or yukiwa. Thus the two marks are identical in application. The goods for which petitioner's trade-mark is used are lead pencils, while respondent's is not only used for lead pencils but for other articles. In consequence respondent's trade-mark when used for lead pencils comes under the provisions of No. 4 of Article II of the Trade-Mark Law and its registration for lead pencils is invalid in accordance with Article X of the same Law. Respondent maintained that he had been using only a part of the essential portion of the trade-mark held by petitioner, and claimed to be using an incomplete trade-mark, as set forth in No. 5 of Article XIII of the old Trade-mark Regulation, so that he was acting in no way at variance with the Trade-mark Law. This contention, however, says the decision, cannot be accepted. The trade-mark No. 11,974 was originally registered by Nakanishi Ginke on January 31st, 1899, and was transferred to petitioner on June 23rd, 1903. It cannot be admitted from the testimony of witness Hayashi Ikutaro, that Nakanishi used portion of this trade-mark while the old trade-mark Regulation was still in force. On the contrary it is evident from the testimony of Kandaoka Manjiro and two other witnesses that Nakanishi Ginke was using the complete mark. For these reasons the case is decided as mentioned.

## OPIUM-SMOKING IN KOBE.

## SENTENCE ON CHINESE.

Judgment was delivered on the 26th ultimo in the Kobe Chito Saibansho, in the case of two Chinese named Wang Sing-far and Cheng Ching-shong, of Moto-machi, 2-chome, Kobe, on the charge of smoking opium and storing smoking apparatus in their house. Wang was found guilty and sentenced to imprisonment for six months with labour, while Cheng was acquitted of the charge on the ground of insufficient evidence.

## PORT REGULATIONS OF VLADIVOSTOK.

The following interesting letters dated Vladivostok, July 31, appears above the signature of Messrs. Kust and Albers in the correspondence column of the *Nagasaki Press*:—Since the introduction of the import duty in Eastern Siberia, it has frequently been witnessed that Masters of vessels bound for this port and Nikolajefsk did not comply with the Russian Customs regulations and that the shipping documents for cargo to be discharged at this port and Nikolajefsk were not made up in accordance with those regulations; a series of inconveniences equally awkward both for the Customs house, for the ship's agents and the Ship's Company, also in many instances heavy fines are the result of these offences, and as in many cases only ignorance of the existing Customs regulations is the cause of such offences, we herewith beg to apply to our correspondents giving them hereafter the chief requirements as placed down in the Russian Customs regulations with the respectful request to pay proper attention to them and to advise Masters accordingly whenever they dispatch a steamer to this country:

Upon arrival of a steamer here, the Captain has to present to the Customs house the following papers: (1) The ship's documents (ship's register and articles). (2) Manifest of all cargo for this country. (3) A complete set of bills of lading (Captain copies, which are to be signed by the Captain or the agent at port of shipment). (4) Passenger list with number of pieces of luggage. (5) A complete list of stores and provisions.

Besides the Master has to sign a so-called Captain's Declaration and to state in the same amongst other data: (a) The number of packages to be discharged as per manifest. (b) All goods and/or articles on board not manifested or stated in the stores and provision lists.

After this declaration has been signed by the Captain, the vessel will be searched by the Customs' officers and if any goods and/or other articles having a merchantable value are found that have been hidden or have not been recorded in the manifest, Captain's declaration or stores and provision list, as such goods or articles will be treated as contraband. It is a general rule, nothing should be hidden and everything declared.

The Bills of Lading must contain (a) Marks and Nos. the same as shown on the goods. (b) The number of packages. (c) The nature of packing (whether cases, etc., the term "packages" not being admissible). (d) A proper commercial description of the goods (general terms such as "merchandise," "drugs," etc., not being admitted). (e) The gross weight. (Note: The total gross weight and the total number of packages of each Bill of Lading should also be given in letters, not in figures only.)

The Manifest should give a proper specification of the goods as shown in the bills of lading, and the current numbers of the latter should correspond with the manifest. The manifest is to be signed by the agent at port of loading and a spare copy should be supplied for agent's use. All erasures or alterations in the bills of lading and/or Manifests should be avoided altogether, else same have to be authenticated at the port of shipment by the Port Authorities: bills of lading made out to "Order" or "Bearer" must be endorsed by the shipper.

A proper attendance to these directions is absolutely necessary, as high fines are stipulated for any offences against the rules, viz: A fine of Rs. 100 for each package shortlanded against Bill of Lading and Manifest. A fine of Rs. 2 per pound for over-cargo. If the importation of such cargo is prohibited, a fine equal to the duty for over-cargo not manifested but admitted for importation in Russia. Fines from Rs. 2 to Rs. 10 are provided for each inaccuracy, discrepancy or deviation from the above regulations regarding shipping documents.

The importation of the following articles is altogether prohibited: Playcards (Chinese and Japanese included), Margarine, tallow, Pork and all preserves, sausages, etc., made of pork. Patent medicines (unless special license granted).

## CIGARETTES IN CHINA.

## THE BRITISH-AMERICAN COMPANY AND MONOPOLY.

In a recent issue we noted that the Japanese Monopoly Bureau had granted a charter to the Toa Tobacco Company, to carry out the preparation of tobacco in Seoul and Newchwang, in order to resist the competition of the British-American Tobacco Trust in Korea and Manchuria. Some idea of the success of this Trust in China may be gleaned from the report by Mr. W. P. Ker, Acting British Consul-General at Tientsin, on the trade of that port in 1907-8. Referring to the quantity of cigarettes sold, Mr. Ker says:—

"The British-American Tobacco Company have almost secured a monopoly of the cigarette business throughout China. Their sales in the North China market are estimated to average some 50,000,000 cigarettes per month. Foreign made brands are imported, but by the far larger sale is made of the cheaper brands manufactured in their large factory at Shanghai. They have recently erected another large factory at Hankow, and are beginning (February, 1909) to bring Chinese tobacco leaf thither from Mukden for manufacture into cigarettes. Agents are sent out all over the empire to advertise the company's cigarettes with pictorial posters, and to make sales whereas opportunely offers. The financial methods are the same as those of the oil companies, that is, the company take all the risk of sales to the natives, and all payments are remitted home to the head office by telegraphic transfer. It is remarkable that the only traders who have not suffered seriously by the recent trade depression are the oil companies and the Tobacco Company."

## AN ELUSIVE DEBTOR.

## APPLICATION FOR IMMEDIATE EXECUTION AT SUMMARY COURT.

In the Summary Court, this morning, before Mr. Justice Gompertz (Pulaski Judge), Mr. Reader Harris (of Messrs. Wilkinson and Grist) made an application on behalf of a Chinese client for an immediate execution order against a Chinese bar-boy, who owed the plaintiff \$8.65 for provisions supplied, on the ground that the defendant was likely to run away.

Plaintiff stated that he found some difficulty in serving the writ on the defendant. If he did not run away, it was likely that he would run away. The debt was incurred before the end of the second moon. \$75 had been paid but the balance of \$8.65 had since been owing. In the 4th and 5th moons, defendant said he got his pay but refused to pay the plaintiff. Sometimes plaintiff could not find him.

Defendant stated that he was employed as a bar-boy at a local hotel and his duty was to collect the whole day. He only earned \$14 a month, with which he had to support a wife and family.

Mr. Harris dropped the application.

## COMMERCIAL.

## WEEKLY SHARE REPORT.

Reviewing the share business for the week, Messrs. E. S. Kadonji & Co. write this afternoon:—

Although only a small business has been done during the week, the market continues firm with a hardening tendency.

The eighth ordinary annual meeting of shareholders in the China Light and Power Co., Ltd., is advertised to take place on Saturday, the 11th inst., at noon. The transfer books of the company will be closed on the 10th and 11th inst.

Banks.—Hongkong and Shanghai Banks have ruled quiet during the week and close slightly weaker. A small sale has been put through at \$1,000 and there are further sellers. The London rate is 293 ex div. Nationals are in favour at \$65.

Marine Insurances.—Cantons have declined to \$185 at which price there are sellers. North-Chinas and Yangtzes are both quiet and without business to report at quotations. Sales of Unions have been effected at \$335 and \$337½.

Fire Insurances.—China Fires have been sold at \$115. Hongkong Fires are firm and inquired for at the improved rate of \$150.

Shipping.—Both China and Manila and Douglas are quiet and neglected at quotations. Hongkong, Canton and Macao Steamboats have hardened to \$12 but there are sellers at the close. Indo-Chinas are wanted at \$54, without business to report, but shares can probably be had at a slightly higher price.

Shell Transports have been dealt in at 7½, closing with further buyers. Star Ferries, old and new, are monitored.

Refineries.—China Sugars have further strengthened, and there are buyers at \$145, but holders are waiting for higher prices. Lurons are easier and obtainable at \$19. Perak Sugars have weakened and business has been done at \$15.25.

Mining.—Chinese Engineerings have sellers at \$15.20 in the North. Rauby remain out of favour and neglected at \$1.

Docks, Wharves and Godowns.—Kowloon Wharves have strengthened to \$60 at which they rule strong with no shares offering. Whampoa Docks have likewise strengthened and are quoted buyers at \$52, but none are obtainable at the rate. Shanghai Docks have improved to \$12 7½ at which rate sales have taken place. Hongkong Wharves are a firmer market in the North with buyers at the improved rate of \$15.18.

Land, Hotels and Buildings.—Hongkong Hotels are quiet at \$75 for the old and \$45 for the new shares. Hongkong Lands are a shade easier at \$105 sellers. Humphreys Estates can be had at \$92.

Gordon Mills.—Hongkong Cottons are obtainable at \$7½. Ewos declined to \$13.33 buyers during the early part of the week, but at the close there are sellers at \$13.33. In other Northern Mills, we take the following changes from latest mail advices to hand. Internationals \$12.92. Lau Kung Mow \$11.44 sellers. Soychees \$11.45 buyers.

Miscellaneous.—China Light and Powers have been sold at \$5½ and \$7, closing easier at the latter rate. Dairy Farms have found buyers at \$17, and more can be placed. Green Island Cements have been sold at \$8.70. Sales of Hongkong Ice have been effected at \$188 ex the interim dividend of \$2 per share paid on the 26th ult. Peak Tramways are weaker and on offer at \$14 and \$14.40 for the old and new shares respectively. Philipines are in demand at \$9. Langkate, after rising to \$15.1, 1907½, has reacted and are now wanted at \$15.1945. Sumatras are on offer at \$15.45.

Rubbers.—The Rubber market has been fairly active during the week under review, and prices in most stocks show an improvement. Last week's quotations. Anglo-Malays have improved to 27-1-3d, but there are sellers. Balgownie are firm with buyers at \$34 (S'pore) Castelfields are quoted at 22.10/- and High-ford and Lowlands at 23-5/- Liggins, after sales at 21-13/- and 21-3-6d, are in demand at 21-2-9. Ledburys have buyers at 22. Ragallas are slightly weaker and on offer at \$25, and possibly shares could be obtained cheaper.

Exchange.—The Banks selling rate on London is 150 11/16-0s demand. The T/T rate on Shanghai is 74½.

Dividends Payable.—Langkate.—Third quarterly dividend of \$12 12½ for s/c 1909 payable in Shanghai on the 15th inst.

Forward Settlements.—The following dates have been fixed by the Stockbrokers' Association of Hongkong for Forward Settlements:—September Settlement 29th September. October " 29th October. November " 29th November. December " 29th December.

## To-day's Advertisements.

## "SHIRE" LINE OF STEAMERS, LIMITED.

FOR SHANGHAI, NAGASAKI, KOBE, YOKKAICHI AND YOKOHAMA.

## THE Steamship

"GLAMORGANSHIRE," Captain Norris, will be despatched as above TO-MORROW, 4th instant, at 4 P.M. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents. Hongkong, 3rd September, 1909. [628]

## PUBLIC AUCTION.

THE Undersigned have received instructions from the Captain Superintendent of Police, to sell by

## PUBLIC AUCTION,

on TUESDAY, the 7th September, 1909, at 11 A.M., at the Central Police Station,

## SUNDRY

OLD AND CONDEMNED STORES, Comprising:—

BOOTS AND SHOES, HELMETS, BELTS, FILTERS, CLOTHING, KEROSENE OIL, FLOUR, OLD METAL.

## ALSO

A quantity of RIFLES and AMMUNITIONS, &c., &c.

## TERMS:—As usual.

HUGHES & HOUGH, Government Auctioneers. Hongkong, 3rd September, 1909. [627]

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

## PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED, on WEDNESDAY,

the 8th September, 1909, at 2.30 P.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street,

## SUNDRY VALUABLE

HOUSEHOLD FURNITURE, Comprising:—

SILK TAPESTRY COVERED DRAWING ROOM SUITE, OVERMANTLES with BEVELLED GLASS, Double TEAKWOOD WARDROBES with BEVELLED GLASS, MARBLE TOP BUREAU with BEVELLED GLASS, TEAKWOOD SIDE

BOARDS and DINING WAGON with BEVELLED GLASS, GLASS CROCKERY and E.P. WARE, PICTURES, a quantity of CANTON BLACKWOOD WARE, CARPETS, RUGS, BRASS-MOUNTED IRON BEDSTEPS with WIRE and HAIR MATTRESSES, MARBLE TOP WASHSTANDS, &c., &c.;

## ALSO

2 COTTAGE PIANOS (one by Bechstein and one by The Robinson Piano Co.), One POLYPHON, One GRAMOPHONE and RECORDS;

## AND

One LARGE AMERICAN ICE CHEST. Catalogues will be issued.

## TERMS:—As usual.

HUGHES & HOUGH, Auctioneers. Hongkong, 3rd September, 1909. [633]

## BURGLARS IN YOKOHAMA.

## FOREIGN PREMISES ENTERED.

On the morning of the 24th ultimo the offices of Messrs. Church & Co. at No. 57, Main Street, Yokohama, were entered by a burglar or burglars, and an attempt made upon the safe. Although the outer lock was forced off, says the *Japan Gazette*, the safe containing negotiable securities valued at several hundred yen, remained intact.

Some mechanics employed by Messrs. Church & Co. residing on the premises, were awakened at about three o'clock by someone in the building. Information was at once sent to the police, who were promptly on the scene, but the intruder, finding that he was discovered, made his exit through a skylight. In his flight, however, he left behind his sword, together with tools taken from the repairing department of the premises, and a revolver belonging to Mr. Church, which had only a day or two before been given out to the mechanics to clean. The man seems to have had the weapon nearby in case of interruption, but fortunately there were no cartridges to hand.

It is thought the intruder was someone familiar with the premises. An inspection of the premises by Mr. Church leads him to the conclusion that the man entered from the lane adjoining the buildings, and, securing admittance through a small window leading into the repairing room, managed to collect the tools which he afterwards used.

## THE AUSTRIAN LLOYD CO.

## CONSIDERABLE REDUCTION IN RATES OF PASSAGE.

The Austrian Lloyd Co. announce a considerable reduction in steamer fares between Bombay, Trieste and London which come into effect from February 1, and also the introduction of a new fortnightly line of one-class steamers at accelerated speed. In order to cope with this traffic the company are proceeding with the construction of a fleet of seven new fast steamers of which three are ready. The basis of the scheme is that the whole of the first and second class accommodation on all steamers on the Trieste-Bombay line will be combined into one class with single fares ranging from Rs. 38 to Rs. 500 with return tickets for two years at one and a half fares, passengers to be allowed to make the sea voyage in one direction by the Messageries Maritimes, the Italian Navigation General or the North German Lloyd.

## To-day's Advertisements.

## BELILIOS PUBLIC SCHOOL.

THE new term will begin on FRIDAY, 10th September.

E. TUTCHER, Headmistress. Hongkong, 3rd September, 1909. [631]

## MAGISTRACY.

IT is hereby notified that a MEETING of HIS MAJESTY'S JUSTICES OF PEACE for the Colony will be held at the Magistracy, at 2.15 P.M., on MONDAY, the 13th September, 1909, for the purpose of considering the following application under the Liquor Licences Ordinances, 8 of 1898 and 8 of 1908, viz:—

From one WILLIAM WINGHO, a publican's licence to sell by retail intoxicating liquors on premises numbered 2, Pak Shui Wan, under the sign of "The Belle View Hotel."

F. A. HAZELAND, Police Magistrate. Hongkong, 2nd September, 1909. [626]

## PUBLIC WORKS DEPARTMENT.

## FOR SALE.

THE Twin Screw, Single Ladder, Steam Hopper Dredger "ST. ENOCH" Now at work in Hongkong Harbour.

Length 185 feet; beam 36 feet; depth 15 feet 6 inches.

Draft empty 10 feet 6 inches; loaded 12 feet 8 inches.

Depth to which buckets will dredge, 46 feet. Capacity of hoppers, 420 cubic yards.

Can discharge over the side at 4 feet 6 inches above water level.

The Dredger will be ready for delivery in December next.

For further Particulars, apply to P. M. H. JONES, Director of Public Works. Public Works Department, Hongkong, 3rd September, 1909. [632]

## "SHIRE" LINE OF STEAMERS, LIMITED.

## NOTICE TO CONSIGNEES. FROM EUROPE.

## THE Company's Steamship

## "GLAMORGANSHIRE,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 8th inst., at 3 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, where they will be examined at 9.30 A.M. on the 6th inst. No Claims will be admitted after delivery of Goods has been effected to Consignees, and same must be presented within 10 days of the steamer's arrival here, otherwise they will not be recognized.

JARDINE, MATHESON & Co., Ltd., Agents. Hongkong, 3rd September, 1909. [634]

## NOTICE TO CONSIGNEES. FROM SHANGHAI, YOKOHAMA, KOBE AND MOJI.

## THE Steamship

## "ARRATOON APCAR,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DAVID SASSOON & CO., LIMITED, Agents.

Hongkong, 3rd September, 1909. [630]

## Intimations.

## THE DAIRY FARM Co., LIMITED.

## BUTTER.

WE regret that, owing to a sharp rise in the price of butter in Australia and to the low rate of exchange ruling here, we are compelled to raise the selling price of our "Daisy" brand butter to 80 cents per lb. from 75 cents per lb. (1st September next), when the following prices will rule:—

"Honeysuckle" brand	per lb. \$1.00
"Daisy"	80
"Dairymaid"	70
"Buttercup"	65
Hongkong, 25th August, 1909.	[580]

## PILSENER

## "ASAHI"

AND

## "SAPPORO"

## BEER.

## LIGHT AND REFRESHING

## SUMMER

## BEVERAGE.

## OBTAINABLE AT—

Messrs. CALDBECK MCGREGOR &amp; Co.

H. PRICE &amp; Co.

A. S. WATSON &amp; Co., Ltd.

VICTORIA DISPENSARY.

WATKINS, LTD.

FRENCH STORE.

KOWLOON DISPENSARY

AND

EVERYWHERE.

## SOLE AGENTS:

THE MITSUI BUSSAN KAISHA.

[47]

## CLUB WHISKY

## AGE, QUALITY

AND

## MELLOWNESS.

Test for 15 years as an Ideal Scotch for this

climate.

\$14 - - - Per Case.

H. PRICE &amp; CO., LD.,

WINE MERCHANTS,

18, Queen's Road Central.

Telephone No. 126.





Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S Royal Mail Steamship Line. "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER. SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec. (Subject to alteration).

From Hongkong,	From Quebec.
"EMPRESS OF CHINA"	"ALLAN LINE"
SATURDAY, SEPT. 4TH.	FRIDAY, OCT. 1ST.
"MONTEAGLE"	
SATURDAY, SEPT. 18TH.	
"EMPRESS OF INDIA"	"EMPRESS OF IRELAND"
SATURDAY, SEPT. 25TH.	FRIDAY, OCT. 22ND.
"EMPRESS OF JAPAN"	"ALLAN LINE"
SATURDAY, OCT. 16TH.	FRIDAY, NOV. 12TH.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic. This "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed Stop over privileges at the various points of interest on route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port. 43 days.

Via New York, Guide Book, Rates of Passage and Freight, apply to—

W. W. ORRIDGE, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

For	Steamship	On
SANDAKAN	MAUSANG	SATURDAY, 4th Sept., 3 P.M.
SHANGHAI VIA SWATOW	KWONGSANG	SUNDAY, 5th Sept., Daylight.
SINGAPORE, PENANG & CALOUTA	LIANGSANG	MONDAY, 6th Sept., 2 P.M.
MANILA	WUANGSANG	FRIDAY, 10th Sept., 4 P.M.
SPORE, SAMARANG & SOERABAYA	WUANGSANG	FRIDAY, 10th Sept., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE	NAMSANG	TUESDAY, 14th Sept., 2 P.M.
& MOJI	NAMSANG	FRIDAY, 17th Sept., Noon.
MANILA	LOONGSANG	FRIDAY, 17th Sept., 4 P.M.
SPORE, SAMARANG & SOERABAYA	HINSANG	SUNDAY, 19th Sept., Daylight.

RETURN TOURS TO JAPAN (OCCURRING 24 DAYS).

The steamers *Katsura*, *Namsang* and *Fooking* leave about every 3 weeks for Shanghai and Yokohama returning to Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze River, Chefoo, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Kodat, Lahad, Duta, Simporna, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD., General Managers.

Telephone No. 61. Hongkong, 3rd September, 1909.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
AMOI, SHANGHAI & CHINKIANG	"SZEHOEN"	4th Sept., 4 P.M.
SHANGHAI	"CHENAN"	5th Sept., Daylight.
MANILA	"TAMING"	7th Sept., 4 P.M.
ILOILO	"KAIFONG"	8th Sept., 4 P.M.
WEIHAIWEI, CHEFOO & TIENTSIN	"KURICHOW"	9th Sept., 4 P.M.
SHANGHAI	"ANHUI"	9th Sept., 4 P.M.
TSINGTAU, CHEFOO & NEWCHANG	"NANCHANG"	9th Sept., 4 P.M.
SHANGHAI	"LINAN"	12th Sept., Daylight.
MANILA	"TRAN"	14th Sept., 3 P.M.
SHANGHAI	"CHIHUA"	16th Sept., 3 P.M.
MANILA, ZAMBOANGA and USUAL	"CHIHUA"	16th Sept., 3 P.M.
AUSTRALIAN PORTS	"TAIYUAN"	23rd Sept., 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANDU".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australia, New Zealand and Tasmania Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui*, *Chowan*, *Linan*, *Chinwan*).

With excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares including wines:—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 10. Hongkong, 3rd September, 1909.

HONGKONG—MANILA.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
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RUBI	3540	R. W. Almond	MANILA	SATURDAY, 4th Sept., at 3 P.M.
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ZAFIRO	3540	R. Rodger	"	SATURDAY, 11th Sept., at Noon.
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For Freight or Passage, apply to SHEWAN TOMES & CO., GENERAL MANAGERS.

Telephone No. 10. Hongkong, 3rd September, 1909.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE, YOKOHAMA, HONOLULU and SALINA CRUZ (Mexico).

S.S. HONGKONG MARU	6,000 tons gross	Sail 16th Oct., 1909, at Noon.
S.S. MANSU MARU	5,000 "	" 10th Dec., 1909, at Noon.
S.S. AMERICA MARU	6,000 "	" 5th Feb., 1910, at Noon.

For particulars, apply to

K. MATSUDA, Manager.

TOYO KISEN KAISHA, Yokohama Building.

Hongkong, 1st September, 1909.



OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	Tons	Leaves
TACOMA VIA KEELUNG, SHANGHAI, MOJI, KOBE, SHIMIZU AND YOKOHAMA	"TACOMA MARU"	4,416	SATURDAY, 5th Sept., at Noon.
Do.	"FITZPATRICK"	4,416	SATURDAY, 23rd Sept., at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

Taking Cargo on through Bills of Lading to all Yangtze River and North China Ports, by the steamers to Shanghai.

For	Steamers	Leaves
TAMSUI, SWATOW & AMOI.	"DAIJIN MARU"	SUNDAY, 5th Sept., at 10 A.M.

A special reduction of 20% on 1st and 2nd Class Fare to Foochow will be made during the months of August and September.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "CHO-SHU" MARU and "BUJU" MARU—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 2nd September, 1909.

T. ARIMA, Manager.

499

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	SAILING DATES, 1909
MARSHALLS, LONDON AND ANTWERP Via SINGAPORE, PENANG, COLOMBO AND PORT SAID	INABA MARU, Capt. R. Takeda, Tons 6500	WEDNESDAY, 15th Sept., at Daylight.
VICTORIA, B.C. & SEATTLE Via SHANGHAI, MOJI, KOBE, YOKOHAMA AND YOKOHAMA	HITACHI MARU, Capt. N. Mithison, Tons 7000	WEDNESDAY, 29th Sept., at Daylight.
SYDNEY AND MELBOURNE Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	SHINANO MARU, Capt. K. Kawa, Tons 6500	TUESDAY, 14th Sept., at 4 P.M.
	TANGO MARU, Capt. S. Ishikawa, Tons 8500	TUESDAY, 28th Sept., at 4 P.M.
	KUMANO MARU, Capt. M. Winkler, Tons 6500	FRIDAY, 1st Oct., at Noon.

NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU, Capt. T. Sakino, Tons 5000	WEDNESDAY, 19th Sept., at Noon.
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KOBE and YOKOHAMA	KITANO MARU, Capt. F. E. Cope, Tons 9000	FRIDAY, 24th Sept., 5 P.M.
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SHANGHAI, MOJI and KOBE	YETOROFU MARU, Capt. K. Soyeda, Tons 4500	WEDNESDAY, 8th September.
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† Cargo only.

§ Fitted with new System of wireless telegraphy.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE Company's Newly Built 9,000 Tons Passenger Steamers will be despatched from Hongkong as follows:—

Aizuta Maru	(Capt. W. THOMPSON)	About Wednesday, 22nd September.
Miyasaki Maru	(Capt. T. MURAI)	About Wednesday, 20th October.
Kitano Maru	(Capt. F. E. COPE)	About Wednesday, 17th November.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO, Manager.

Shipping—Steamers.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"DEVANHA."

Captain H. Powell, carrying His Majesty's Mail, will be despatched from this for BOMBAY, &c., TO-MORROW, the 4th September, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Admiral*, 10,500 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Peria*, due in London on 16th October, 1909.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

R. A. HEWITT, Superintendent.

Hongkong, 3rd September, 1909.

CHARGEURS REUNIS.

(FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE

TO

SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo-boat service from China and Japan to San Francisco.

THE Steamship

"AMIRAL DUPERRÉ."

expected to arrive on or about September.

For further particulars apply to:

MESSAGERIES MARITIMES, Agents at Hongkong.

Hongkong, 27th July, 1909.

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG

—FOR BOSTON AND NEW YORK:

S.S. "LENNOX" ..... On or about 10th Sept.

For Freight and further information, apply to

DODWELL & Co., LIMITED, Agents.

Hongkong, 31st July, 1909.

HONGKONG—NEW YORK.

—FOR BOSTON AND NEW YORK:

S.S. "LENNOX" ..... On or about 10th Sept.

For Freight and further information, apply to

DODWELL & Co., LIMITED, Agents.

Hongkong, 31st July, 1909.

AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast.)

S.S. "INDRAPURA" ..... On 17th September, 1909.

For Freight and further information, apply to—

SHEWAN TOMES & CO., General Agents.

Hongkong, 24th August, 1909.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" ..... Capt. H. W. WALKER

"KWONG SAI" ..... Capt. M. S. CROW.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These fine Steamers, owned by Chinese capitalists and Officer by Europeans, are second to none on the River. Excellent accommodation for fifteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey.....\$4.

Meals.....\$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD., and SHIU ON S.S. CO., LD., No. 4, Queen's Road West.

Hongkong, 26th April, 1909.

Shipping—Steamers.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE."

Captain Holmes, will be despatched as above on WEDNESDAY, the 15th Sept., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, (ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a daily qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 16th August, 1909.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

FOR VANCOUVER, B.C., TACOMA & SEATTLE VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
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"Savaria"	6,332	S. Shotton	1909
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"Oceano"	4,657	F. W. Davies	10th Sept.
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"Kamaria"	6,332	J. Mathie	18th Nov.
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\* These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & Co., LIMITED, General Agents.

Queen's Buildings, Hongkong, 31st August, 1909.

Intimations.

O. G. MOOSA

1 & 3, D'AGUIAR STREET.

NOVELTIES OF THE SEASON.

Trimmed and Untrimmed

HATS, RIBBONS, FLOWERS,

FEATHERS, &c., &c.

LACE SCARFS, MOTOR VELS

IN VARIOUS COLORS.

MOUSQUETIERE GLOVES

IN WHITE, BLACK & COLORS.

WOOLEN DELAINES, NUNSVEL

INGS, VOILES, &c., &c.

LADIES' and CHILDREN'S

UNDERCLOTHINGS.



## COMMERCIAL.

## TO-DAY'S EXCHANGE.

Selling.	
London-Bank T.T.	1/9
Do. demand	1/9 1/16
Do. 4 months' sight	1/9 1/16
France-Bank T.T.	2/30
America-Bank T.T.	42 1/2
Germany-Bank T.T.	1/37
India T.T.	1/37
Do. demand	1/37 1/16
Shanghai-Bank T.T.	74 1/2
Singapore-Bank T.T.	74 1/2
Japan-Bank T.T.	85 1/2
Java-Bank T.T.	105 1/2

Buying.	
4 months' sight L/C	1/9 1/16
6 months' sight L/C	1/9 1/16
30 days' sight San Francisco & New York	43 1/2
4 months' sight do.	44 1/2
4 months' sight France	2 1/4
6 months' sight do.	2 1/4
4 months' sight Germany	2 1/4
Bar Silver	21 1/2
Bank of England rate	21 1/2
Sovereign	11 1/8

## SHIPPING AND MAILS.

## MAILS DUE.

Indian (Catherine Ahearne) 7th inst.	
German (Prins Eitel Friedrich) 8th inst.	
Indian (Namsang) 15th inst.	
The C. N. Co.'s s.s. Anhai left Shanghai on 2nd inst. and is due here on 5th inst.	
The C. P. R. Co.'s s.s. Mowagla from Vancouver, B.C., arrived at Yokohama at 1.30 p.m. yesterday.	

## THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—  
On the 3rd at 12.10 p.m.—The barometer has fallen moderately on the N.E. coast of China, and risen over E. Hokkaido.  
Pressure remains high over the Pacific to the E. of Japan, and in moderate excess of the normal over S. China.  
Light S. winds may be expected in the Formosa Channel, and light N.E. winds over the N. part of the China Sea.  
Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.  
FORECAST.  
1.—Hongkong and Neighbourhood, E. or variable winds, light; fine.  
2.—Formosa Channel, S. winds, light.  
3.—South coast of China between Hongkong and Lamook, same as No. 1.  
4.—South coast of China between Hongkong and Hainan, same as No. 1.

## Shipping.

Arrivals.	
Devanah, Br. s.s., 4785, H. Powell, 3rd Sept.	
Shanghai 31st Aug., Mails and Gen.	
P. & O. N. Co. s.s. H. Penafather, 3rd Sept.	
Manila 31st Aug., Hemp and Gen.	
Aratoun, Br. s.s., 2,311, A. Stewart, 3rd Sept.	
Kobe 28th Aug., Gen.—J. S. & Co., Ltd.	
Glamorgan, Br. s.s., 3,619, H. C. Norris, 3rd Sept.	
London via Singapore 9th July, Gen.—J. S. & Co.	
Hong Wan I, Br. s.s., 2,304, G. Kinghorn, 3rd Sept.	
Singapore 20th Aug., Gen.—Wee Ben.	
Tientsin, Br. s.s., 1,227, F. Boyd, 3rd Sept.	
Canton and Dept., Gen.—B. & S.	
Chiyeon, Chi. s.s., 1,777, C. Stewart, 3rd Sept.	
Canton and Dept., Gen.—M. S. N. Co.	
Clara Jebson, Ger. s.s., 1,143, J. Bendixen, 3rd Sept.	
Haiphong and Hoibow 1st Sept., Gen.—J. S. & Co.	
Clearances at the Harbour Office.	
Hakata Maru, for Kobe.	
Tenyo Maru, for Keelung.	
Hoiang, for Macao.	
Haiting, for Swatow.	
Nanchang, for Canton.	
Devanah, for Singapore.	

Departures.	
Sept. 2.	
Rail, Netherlands battleship, for Amoy.	
Tromp, Netherlands battleship, for Amoy.	
Koningin Regentia, Dutch battleship, for Amoy.	
Sept. 3.	
Tenyo Maru, for San Francisco.	
NIA Maru, for Australian Ports.	
Eskdale, for Samarang.	
Sigang, for Hoibow.	
Nanchang, for Canton.	
Haiting, for Coast Ports.	
Albenga, for Shanghai.	
Kichang, for Cheloo.	
Wuhu, for Swatow.	
Dakotah, for Haiphong.	
Hakata Maru, for Japan.	
Loongiang, for Manila.	

Passengers arrived.	
Per Hongwan I, from Singapore—940 Chinese.	
Per Arratoun, from Kobe—Capt. A. E. C. Sander, Mr. Loureiro, and Mr. L. Aganor.	
Per Taming, from Manila—Messrs. Koenig, Nagel, Clegg, Bumys, and The Bandmann.	
Open Company.	
Per Devanah, from Shanghai for Hongkong—Messrs. Edey, Page, Philbey, G. Ross, Quiao, Fiamano, Mr. and Mrs. MacLean Gibson, Messrs. Framm, G. C. Gok, J. B. White, Issa Singh and Mishra Singh.	
For Singapore—Miss Leask, and Mr. Young Chu Hong.	
For London—Mr. H. C. Mordaunt.	
From Kobe for London—Mr. E. Calvert.	
For Penang—Messrs. Hashiramoto and Wake.	
From Yokohama for Marseilles—Mr. and Mrs. K. C. Johnson.	

Passengers departed.	
Per Duffing, for Shanghai—Messrs. F. Wegmann, Heron, A. Papier, J. Schluter, J. S. Salomon, and Mrs. Wong Y. Kai.	
For Nagasaki—Messrs. K. Matsuo and Nagano.	
For Kobe—Messrs. R. H. Baker and Ho Lee Hea.	
For Yokohama—Messrs. Go Tse Tsun and family, So Koo Yam and children, Ro Men, Wong Men, Fui Ket Pau, G. Arthur, Chan Yock Dick and G. Gorat.	
Per Tenyo Maru, for Shanghai, &c.—Mr. W. Lishman, R. Hon. W. Tatterbell, Whiteley, Mr. E. O. Child, Mr. and Mrs. L. H. Moore, Mr. W. K. Blesing, Miss Laura Johnson, Mr. A. Shotton, Messrs. Hooper, Mr. and Mrs. G. C. O'Brien, Mr. A. T. Warrick, Mr. and Mrs. J. M. Hayes, Mr. and Mrs. R. M. W. W.	

Shan Wa, Woo Chuang Sun, Hsi-Lun Ting, V. Kakokoshi, Miss M. Gussy, Mr. R. C. Whitenack, Misses A. Reach, L. Reich, and Mr. B. Wright.  
Per Hakata Maru, for Japan—Messrs. Takahara, Alexander, Chapman, Rev. C. H. Hickling, Messrs. C. G. Hickling, Melcher, Mrs. Asawa and a child, Messrs. Nagano, Chan Shao Yua, Ah Sing Nam, Cotte and Marceschap.

Shipping Reports.  
Str. Glamorgan, from Singapore—Fine clear weather.  
Str. Arratoun, from Kobe—Fine and clear weather from port to port.  
Str. Hongwan I, from Singapore—Fine weather throughout; moderate N.E. winds.

Str. Taming, from Manila—Light variable winds smooth sea, fine clear weather throughout.

## VESSELS IN PORT.

Steamers.	
Amigo, Ger. s.s., 820, H. Frandsen, 2nd Sept.	
Haiphong and Hoibow 1st Sept., Gen.—J. S. & Co.	
Bushu Maru, Jap. s.s., 3,504, Y. Vaisyanaghi, 23rd Aug.—Mojl 15th Aug., Coal—M. B. K.	
Chenau, Br. s.s., 1,309, J. H. Brown, 1st Sept.	
Shanghai 29th Aug., Gen.—B. & S.	
Dallin Maru, Jap. s.s., 899, Y. Kaburaki, 1st Sept.—Swatow 31st Aug., Tea and Gen.—O. S. K.	
Empress of China, Br. s.s., 3,046, W. Davison, R.M.R., 26th Aug.—Vancouver, B.C. 4th Aug., and Shanghai 23rd, Mails and Gen.—C. P. R. Co.	
Fausang, Br. s.s., 1,410, H. S. Malkin, 1st Sept.	
Sourabaya, 18th Aug., and Samarang 23rd, Sugar.—J. M. & Co.	
Fukui Maru, Jap. s.s., 3,087, K. Nakagawa, 2nd Sept.—Mojl 28th Aug., Coal—M. B. K.	
Hauhan, Am. s.s., 1,105, D. F. Avano, 9th Aug.—from Iloilo, Sugar—Captain.	
Hopsang, Br. s.s., 1,359, J. M. Hay, 26th Aug.—Java 20th Aug., Sugar.—J. M. & Co.	
Japan, Br. s.s., 3,806, J. G. Ollent, 30th Aug.—Calcutta 14th Aug., via Penang and Singapore 24th, Gen.—D. S. & Co., Ltd.	
Keong Wai, Ger. s.s., 1,115, J. Köhler, 30th Aug.—Hankow 21st Aug., Rice—B. & S.	
Kohichang, Ger. s.s., 1,292, G. Roselsky, 30th Aug.—Bangkok 24th Aug., Rice and Meal—B. & S.	
Korea, Am. s.s., 5,651, S. Sandberg, 31st Aug.—San Francisco via Ports 5th Aug., Mails and Gen.—F. M. S. S. Co.	
Laikang, Br. s.s., 3,459, F. Wheeler, 26th Aug.—Calcutta via Penang and Singapore 20th Aug., Gen.—J. M. & Co.	
Locksund, Ger. s.s., 1,020, W. Taubert, 2nd Sept.—Bangkok 24th Aug., Rice and Wood—M. & Co.	
Mausang, Br. s.s., 1,044, G. S. Weigall, 24th Aug.—Saddak 19th Aug., Timber and Coal—J. M. & Co.	
Montrose, Br. s.s., 2,886, Glegg, 2nd Sept.—Mojl 28th Aug., Coals.—D. & Co., Ltd.	
Rubi, Br. s.s., 1,619, R. W. Almond, 30th Aug.—Manila 28th Aug., Gen.—S. T. & Co.	
Shinano Maru, Jap. s.s., 3,950, K. Kawara, 29th Aug.—from Moji, Flour and Gen.—N. Y. K.	
Sorogon, Am. s.s., 812, J. Mogare, 3rd Aug.—Iloilo 29th July, Sugar—Jorge & Co.	
Sungkiang, Br. s.s., 987, P. Cole, 27th Aug.—Iloilo 23rd Aug., Gen.—B. & S.	
Telemachus, Br. s.s., 1,340, G. Edwards, 8th Aug.—Manila 5th Aug., Ballast—W. Wo Fat Sing.	

Sailing Vessels.	
Eclipse, Br. 4-masted barque, 2,069, J. White, 28th Aug.—Canton 17th Aug., Ballast.—S. O. Co.	
King George, Br. ship, 2,057, J. E. Jeffrey, 1st Aug.—New York 9th April, Kerosene.—S. O. Co.	

Steamers Expected.	
Vessels.	From Agents Due
Aobui	Shanghai, B. & S. Sept. 5
Glenroy	Singapore, M.C.G. & G. Sept. 6
Capri	Singapore, C. & Co. Sept. 6
Catherine Ahearne	Singapore, J. S. & Co. Sept. 7
P. E. Friedrich	Colombo, M. & Co. Sept. 7
Yotorofu Maru	Singapore, N. Y. K. Sept. 8
Monteagle	Japan, C. P. R. Co. Sept. 11
Namsang	Calcutta, J. M. & Co. Sept. 15
Emp. of India	Vancouver, C. P. R. Co. Sept. 16
P. Sigismund	Sydney, M. & Co. Sept. 17
Ceylon Maru	Bombay, N. Y. K. Sept. 18
Taiyuan	Sydney, B. & S. Sept. 19
Trabuebar	Suez, M. & Co. Sept. 23

DOCK RETURNS.	
HONGKONG AND WHAMPOA DOCKS.	
Sorogon	At Kowloon Dock.
Mauban	"
Hoi Sang	"
Hoyela	"
Shinano Maru	At Cosmopolitan Dock.
TAIKOO DOCKS.	
Hanyang	At Quarry Bay Docks.
Sungkiang	"

## Post Office.

Only fully prepaid letters and postcards are transmissible by the Siberian Route to Europe.  
Mails from Europe via Siberia—  
Date of Despatch Date due in  
from London, Hongkong, Vessel.  
13th & 14th Aug. 5th Sept. Anhai

SIBERIAN ROUTE.  
The despatch from Shanghai on September 11th, by the Koke Maru, is cancelled owing to that steamer's boiler being cleaned. Mails will be sent via Cheloo on September 10th.  
The mails via Rany and Harbin are now being despatched under normal conditions with the exception of the above.

A Mail will close for.	
Mojl—Per Fuku Maru, 4th Sept., 9 A.M.	
Singapore, Penang and Calcutta—Per Laitang, 4th Sept., 10 A.M.	
Kwong-chow-wan—Per Sui Cheong, 4th Sept., 10 A.M.	
Europe, &c., India, via Taitcoria—Per Duffing, 4th Sept., 11 A.M.	
Macao—Per Sui Tai, 4th Sept., 1.15 P.M.	
Manila—Per Rubi, 4th Sept., 2 P.M.	
Sandakan—Per Almarang, 4th Sept., 2 P.M.	
Shanghai—Per Chiyeon, 4th Sept., 3 P.M.	
Amoy, Shanghai and Chinkiang—Per Sui Cheong, 4th Sept., 3 P.M.	
Shanghai, Nagasaki, Kobe, Yokkaichi and Yokohama—Per Glamorgan, 4th Sept., 3 P.M.	
Amoy—Per Hongwan I, 4th Sept., 4 P.M.	

Holhow and Haiphong—Per Amigo 4th Sept., 5 P.M.  
Swatow and Shanghai—Per Kwongiang, 4th Sept., 5 P.M.  
Shanghai, Nagasaki, Kobe, Shimidzu, Yokohama, Victoria and Vancouver (B.O.), via Siberia Mail to Europe—Per Empress of China, 4th Sept., 5 P.M.  
Shanghai—Per Chuanan, 4th Sept., 6 P.M.  
Swatow—Per Haiman, 5th Sept., 9 A.M.  
Swatow, Amoy and Tamsui—Per Daitin Maru, 5th Sept., 9 A.M.  
Batavia, Cheribon, Samarang and Sourabaya—Per Tjiluwang, 6th Sept., 11 A.M.  
Mojl, Kobe, Yokohama and Portland, Or.—Per Henrik Idem, 7th Sept., 11 A.M.  
Manila—Per Taming, 7th Sept., 3 P.M.  
Batavia, Cheribon, Samarang, Sourabaya and Macassar—Per Tjiluwang, 8th Sept., 10 A.M.  
Amoy and Fookchow—Per Hailan, 8th Sept., 10 A.M.

Europe, &c., India, via Taitcoria—Per Bulow, 8th Sept., 11 A.M.  
Iloilo—Per Kaitong, 8th Sept., 3 P.M.  
Shanghai—Per Anhai, 9th Sept., 3 P.M.  
Wahaiwei, Cheloo and Tientsin—Per Kuit-chow, 9th Sept., 3 P.M.  
Taioingau, Cheloo and Newchwang—Per Nanchang, 9th Sept., 3 P.M.  
Manila, Yap, Fr. Wilhelmshafen, Simpsonhafen, Herbertshöhe, Matupi, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle—Per Prins Waldemar, 9th Sept., 5 P.M.

Manila—Per Puenang, 10th Sept., 3 P.M.  
Singapore, Penang and Bombay—Per Capri, 11th Sept., 10 A.M.  
Keelung, Shanghai, Nagasaki, Kobe, Shimidzu, Yokohama, Honolulu and San Francisco via Siberia Mail to Europe—Per Korea, 11th Sept., 11 A.M.  
SINGAPORE VIA SIBERIAN MAIL to Europe—Per Linan, 11th Sept., 6 P.M.  
Singapore, Samarang and Sourabaya—Per Oung, 14th Sept., 3 P.M.  
Europe, &c., India, via Taitcoria—Per Australlan, 14th Sept., 11 A.M.  
Manila—Per Tean, 14th Sept., 3 P.M.  
Keelung, Shanghai, Moji, Kobe, Yokkaichi, Shimidzu, Yokohama, Victoria, B.C. and Seattle, Wash.—Per Shinano Maru, 14th Sept., 3 P.M.

Timor, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth and Fremantle—Per Empress, 15th Sept., 11 A.M.  
Shanghai—Per Chinkuan, 16th Sept., 5 P.M.  
Shanghai, Yokohama, Kobe and Moji—Per Nanchang, 17th Sept., 11 A.M.  
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)—Per Monteagle, 18th Sept., 11 A.M.  
Singapore, Samarang and Sourabaya—Per Hainan, 18th Sept., 3 P.M.  
Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth and Fremantle—Per Taitung, 23rd Sept., 3 P.M.

CHINA COAST METEOROLOGICAL REGISTER.	
September 2nd, 1909, a.m.	
Vladivostok	7 a.m. 29.89
Nemuro	30.01
Hakodate	30.01
Kochi	29.99
Kobe	29.95
Nagasaki	29.91
Kagoshima	29.92
Oshima	29.93
Naha	29.85
Shikajima	29.86
Bonin Is.	29.87
Cheloo	29.92 65 95
Weihaiwei	29.94 71
Hankow	29.94 71
Kinkiang	29.94 71
Shanghai	29.87 84 79 SE 2 c
Guttsai	29.86 86 76 SE 2 cv
Sharp Peak	29.87 86 81 E 1 b
Amoy	29.87 84 87 W 1 b
Swatow	29.84 79 87 NNE 1 o
Taihou	29.91 79 87 SW 2
Taichu	29.92
Taiwan	29.93
Keshu	29.91
Cadacores	29.90
Onion	29.95 80 73 SW 1 b
Hongkong	29.94 87 67 ESE 1 c
Victoria Peak	29.91
Gap Rock	29.91
Macao	29.95 88 ESE 1 c
Wuchow	29.91
Holhow	29.91
Pakhoi	29.91
Phu Lien	29.91 84 NE 1 c
Tourane	29.88 84 NE 1 c
C. St. James	29.88 77 N 2 b
Aparr	29.87 75 S 2 b
Manila	29.88 84 77 WSW 1 o
Legaspi	29.84 75
Acacod	29.84 75 NW 1 o
Iloilo	29.87 81 NE 1 o
Cebu	29.87 81 NE 1 o
Manila	29.90 82

September 3rd, 1909, a.m.	
Vladivostok	7 a.m. 30.01
Nemuro	30.01
Hakodate	29.93
Kochi	29.99
Kobe	29.95
Nagasaki	29.91
Kagoshima	29.92
Oshima	29.93
Naha	29.85
Shikajima	29.86
Bonin Is.	29.87
Cheloo	29.92 61 SW 1 b
Weihaiwei	29.94 64 NW 1 o
Hankow	29.94 71
Kinkiang	29.94 71
Shanghai	29.87 84 NE 1 c
Guttsai	29.86 86 E 1 b
Sharp Peak	29.87 86 E 1 b
Amoy	29.87 84 87 W 1 b
Swatow	29.84 79 87 NNE 1 o
Taihou	29.91
Taichu	29.92
Taiwan	29.93
Keshu	29.91
Cadacores	29.90
Onion	29.95 88 73 E 1 b
Hongkong	29.94 87 67 ESE 1 c
Victoria Peak	29.91
Gap Rock	29.91
Macao	29.95 88 E 1 c
Wuchow	29.91
Holhow	29.91
Pakhoi	29.91
Phu Lien	29.91 84 NE 1 c
Tourane	29.88 84 NE 1 c
C. St. James	29.88 77 N 2 b
Aparr	29.87 75 S 2 b
Manila	29.88 84 77 WSW 1 o
Legaspi	29.84 75
Acacod	29.84 75 NW 1 o
Iloilo	29.87 81 NE 1 o
Cebu	29.87 81 NE 1 o
Manila	29.90 82

Barometer	29.94	29.95
Temperature	87	86
Humidity	67	67
Relative	78	78

Only Passed The Canal.  
6th August—Derfflinger, Condor, Hakata Maru, Polynesian, Tyden, 10th August—Scandia, Glenroy, Bingo Maru, Nicomedia, York, Fatham, 13th August—Cylon, Yun-nan, Armand Bahic, Kintuch, Mawon, 17th August—Bendoran, Prins Eitel Friedrich, Daucalon, Simla, 20th August—Indraswaha, Kishi, Nippon, Glancus, Slenlor, Paskawur, Iyo Maru, Ocanlan, 23th August—Kasaga, St. Patrick, Amiral, Monmouthshire, Seneca, Duffery, Kamachi Maru, Cardiganshire, 24th August—Belgavia, Transvaal, Kamo Maru, Cheloo, Manila, Tamsui, Soma, Itrida, 31st August—Myrmidon, Binalda, Ghasu, Lutnow, Kilano Maru, Patroclus, Palau.  
Arrivals at Home—6th August—Hirono Maru, Tamsui, Glenochy, 10th August—Invaslyde, Bellerophon, Senegambie, Sado Maru, Salmora, 13th August—Mawon, Silvia, 14th August—Namsur, 17th August—Atysanaz, York, Bingo Maru, 20th August—Armand Bahic, Salsuma, Indral, Dindigh-shira, 23rd August—Socotra, 24th August—Scandia, Silkova, Yunwan, 30th August—Simla, 31st August—Nippon, Daucalon.

Arrivals at Home—6th August—Hirono Maru, Tamsui, Glenochy, 10th August—Invaslyde, Bellerophon, Senegambie, Sado Maru, Salmora, 13th August—Mawon, Silvia, 14th August—Namsur, 17th August—Atysanaz, York, Bingo Maru, 20th August—Armand Bahic, Salsuma, Indral, Dindigh-shira, 23rd August—Socotra, 24th August—Scandia, Silkova, Yunwan, 30th August—Simla, 31st August—Nippon, Daucalon.

## VISITORS AT THE DOCKS.

HONGKONG.	
Adams, P. R.	Krause, Mr. and Mrs.
Alexander, D. C.	Lea, G. M.
Anderson, F.	Lewis, Lieut. E. E.
Bourgeois, I. C.	Lloyd, Mr. and Mrs.
Breen, M.	G. T. and child
Bump, A. L.	Macdonald, D.
Bunoor, Mr. and Mrs.	Mancini, Miss
W. C.	Marrion, Dr. O.
Clark, G. R.	McClinton, Mr. & Mrs.
Cobb, A. H.	P. W.
Colvin, H. E.	McIntosh, G. C.
Coudon, H. L.	McNaughton, J. P.
Couty, G.	Menaghi, J. E.
Danby, F.	Mollenau, J.
Day, E. W.	Monton, Mr. and Mrs.
Deiser, C.	J. O. and child
Edwards, Miss E.	Morse, H. J.
Farahough, S.	Nagel, P.
Fauler, Denman	Otte, A.
Gallon, W.	Packer, B. L.
Gaston, Lieut. J.	Ray, E. H.
Gill, Miss E. H.	Ray, G. B.
Gill, Miss V. H.	Reibling, W. C.
Graham, Master	Roadier, Miss E.
Hearmann, P. E.	Schiffli, Paul
Helm, Mr. and Mrs. F.	Spalding, R. M., Surgeon
Hewett, Hon. Mr. E.	and Mrs. A. D.
Holgate, Harold	Spittles, J.
Horne, Robt.	Stebbing, W. T.
Hough, Dr. S.	Swift, F. M.
Innes, Capt. R.	Thompson, Mr. & Mrs.
Jaeger, Hon. S.	M. L.
Keach, O. C.	Thompson, Miss
Kraft, Miss	Townbridge, Capt. H.
Kraft, Mr. & Mrs. W.	Whitmarsh, A.
D.	Wilson, R. A.



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system, it cures the skin diseases, restores the complexion, overcomes and expelling the virus of disease,  
wherever and in whatsoever form met with; removing all blotches, pimples, scurf, scurvy, scrofulous  
glandular swellings, discolorations, roughness and unsightly parts of the face, restores the hair,  
restores the color of the eyes, removes all humors, restores the circulation of the blood, restores the  
symptoms, eczema, lepra, psoriasis, bad legs, bad rashes, abscesses, ulcers, scoria, gonor- or Dysentery men-  
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**with practical observations on marriage and full directions for removing certain causes of disease, such as**  
**overwork, anxiety, worry, mental derangement, nervous prostration, hysteria, neurasthenia, &c., &c.,**  
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nados em lindas capas de phantasia

e de diversas cores.

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Hongkong, 8 junho de 1900. (56) Hongkong, 10th March, 1900.

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**Montfort**

DR. M. H. CHAUN, TSIN TI G.

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# The Hongkong Telegraph.

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(ESTABLISHED 1861.)

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號九十月七年元統宣

FRIDAY, SEPTEMBER 3, 1909.

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### The Hongkong Telegraph

MAIL SUPPLEMENT.  
ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, FRIDAY, SEPTEMBER 3, 1909.

### THE HEALTH OF CHINESE WORKMEN.

(28th August.)

Among the many reports published in connection with the Medical Sanitary Departments, there is one which is always of interest and that is the report submitted by the Health Officer of the Port, Dr. G. F. Jordan. In this work, which is often of a most laborious character and carries with it great responsibility, the Health Officer was assisted by Mr. Keyl, Grone and Aubrey, who took a share in inspecting the shipping arrivals; the inspection of emigrants and quarantine duty. As an evidence of the onerous character of the work it may be stated that during the past year there were 3,991 arrivals, of which 1,913 were British and 2,078 foreign. These figures, we are told, include sailing ships but are exclusive of the Canton and Macao steamers. It might not seem that the Health Officer and his assistants had very much to do in looking after a daily average of ten arrivals, but when it is stated that 489 steamers brought a total of 157,809 persons, most of whom were coolies returning from the Straits Settlements, it will be recognised that in the event of epidemic disease breaking out on route the Health Officer has his work cut out for him. The total number of emigrants during the year amounted to 71,081, and shows a decrease of 3,486 as compared with the figures for 1907. Of this total the majority were for the Straits Settlements—49,643; while the remaining 21,438 were for other ports such as San Francisco, Victoria, Seattle, Salina Cruz, Mauritius, &c. The wave of emigration reached its maximum during the month of March when 8,882 emigrants left the Colony, while the minimum occurred during the month of February when only 2,994 left; this can be accounted for by the fact that the Chinese New Year in February kept back a great many who postponed their departure till after the holiday season. No less than 5,105 went to San Francisco as compared with 3,843 in the previous year. It is not stated whether every one of these five thousand emigrants to the Golden Gate had previously been there before, but we must presume that a large proportion of them must have been, for it is difficult to believe that there was such a number of gentry, travellers and men of substance seeking admission to the United States in 1908. British Columbia took nearly eight thousand Chinese, 7,888 to be exact, so that calculating the poll tax at \$500 gold per capita Canada obtained a very substantial addition to her revenue. There is one item which would bear explanation, though so far as we can see none is offered. In 1908 some 4,780 emigrants to Java ports were examined by the Health Officer as compared with 67 in 1907. Why this extraordinary difference? And whereas eight of these 67 were rejected on health grounds only 82 out of the four thousand odd had to stand down for similar reasons. Salina Cruz is either losing its fascination for the wandering Chinaman or there were reasons, not stated, why only 2,301 went to the Mexican port last year, as against twice that number in 1907. We believe the decrease was due to the prevalence of trachoma, the intending emigrants being held back by the private medical practitioner engaged to look after coolies bound for the American Continent until their eyes were in a healthy state. Honolulu also is fast losing its attraction for the Chinese coolies only 30 being sent there last year as contrasted with 316 in the previous twelve months. One interesting item shows that 329 emigrants were found for German New Guinea where it is to be hoped that they will keep whole skin and avoid the cannibals. It is quite bad enough to have to endure life in Hongkong or Canton during the summer months, but to stand in daily fear of being made up an omelette for an epicurean head hunter is apt to be somewhat trying for the nerves. Probably the Germans have managed to rid the country around which the new chum John will work of those peripatetic nuisances, so that the batch of emigrants, the first evidently from Hongkong, may lead the lives of gentlemen. Another report which will also appeal to a large section of the community is that submitted by Dr. Hartley, the railway medical officer. All round, the medical officer finds abundant signs of improvement in the health conditions of those employed on the construction works, but with due deference to Mr. Hartley's optimistic spirit the record of disease—whether preventable or not we cannot tell—is a lamentable one. Among the Europeans especially, malaria has as usual been playing havoc. The general health shows a distinct improvement "more especially in the camps at Beacon Hill No. 2 tunnel, where there has been a reduction of approximately 50 per cent of cases of malarial fever." After stating that the Europeans suffered badly from malarial fever in the summer in spite of the administration of prophylactic doses of quinine, Dr. Hartley proceeds to describe the conditions under which the men live. "The ground is very wet and soft and with the repeated land slides which occurred on opening up the South end of the tunnel, pool formation could not be prevented. The workmen, moreover, in consequence of the extremely wet nature of the ground, have had to work under most trying conditions, almost always being knee-deep in water or soft mud. This no doubt has been a responsible factor in the incidence of sickness. Now that the work is well in hand drainage and scavenging are being carried out as thoroughly as possible, coolie houses are frequently cleansed with disinfecting fluids, and the result has been a remarkable improvement. Oil is used freely all over the line as a means of destroying mosquito larvae in pools impossible to drain." Not a cheerful picture by any means. Then again: "One of the most troublesome ailments at present is the effect of the dynamite fumes in the big tunnel. The heading is about three thousand feet from the entrance at each face. Ventilation will, however, be much improved when the headings meet in the course of a few months allowing a free current of air through the whole length of the tunnel. Most of the workers, especially at South Face, suffer constantly from severe irritation of throat and lungs as a result of breathing the air heavily charged with dynamite fumes. Occasionally coolies have to be carried out from the workings being overcome by the fumes after blasting operations. A few minutes in the fresh air, however, always revives them and there have been no serious results." Workmen who have to endure such conditions ought to be pretty well paid for their hardship, whatever their skill might be. The total number of cases treated at North and South Face Camps, No. 2 tunnel, during the year was 2,064 as compared with 3,667 in 1907, which is certainly an improvement.

### NOW FOR A DOGS' HOME.

What does Hongkong want with a dogs' home? The idea, according to a statement made by His Excellency the Governor at yesterday's meeting of the Legislative Council, originated with a certain worthy person in the city who proposes to look after the wails and mongrels of dogdom. If it had been anybody else than the gentleman in question, we should have said that there was a great scheme behind this dogs' home arrangement. For a moment's consideration will show how the game of fleecing the public could be worked with surpassing results. First, there is the home. Well, that need not be an elaborate affair; certainly one does not expect the housing arrangements to be on a par with the creations of Sir Christopher Wren. A few boards tacked together, a number of staples and an ample supply of water, and the dogs' home is complete. But what an opportunity for graft. Once the home is built, the promoter, if he were one of the worldly wise, could circulate the city for subscriptions towards the cost of erecting the large, airy and substantial structure, fitted with all modern conveniences and under the supervision of the Government. He could point with pride to the fact that humanitarianism is the keynote of life to-day; that it is the highest form of morality; that it is idealism personified; that those who subscribed a dollar to the building fund would be sure to go to heaven, while those who subscribed ten dollars would get there ten times as quick and have a better view. Then to encourage the laggards he might adopt the principle of the University Committee and assure those who contributed, say, \$100 that their marble busts would be placed in the home, while those who gave \$10 would receive an aluminium medal entitling them to nothing in particular. The scurvy knaves who only forked out a dollar would get a free chance in the lottery for broken-down wasters of the canine breed, all prizes and no blanks. If the promoter did not clear a solid five thousand out of that transaction then his reputation as an expert in diddling the public would be for ever blasted. But anyone having sufficient acumen to start a dogs' home in Hongkong would not fail—and it is only because we know the high standing of the gentleman who is disinterestedly taking up this matter that we seek to show how he is really doing the Colony a double kindness—first in starting the home on really humanitarian lines and second in keeping out unscrupulous adventurers. Well then, having got together the money which is supposed to have been devoted to the building of the palatial dogs' domain—including five acres and two cows with a goat thrown in for luck to keep the unruly herd in order—our importer would humbly go hat in hand to the old and original subscribers and offer them special advantages if they took up new shares in the concern—that is to say, if they subscribed towards the maintenance of the home and the feeding of the brute beasts. What could be more commendable than subsidising a dogs' ward, which would be named after the donor? The dogs also would be re-christened after their sponsors. Of course, instead of giving a monetary grant, one might undertake to contribute so many rats per diem in order that his protégés might not suffer the pangs of starvation. And there again, the donor would be helping the Colony while gaining kudos for himself. Then having got a certain sum for keeping the dogs in good style, with special full diet and extras on Sundays, it would be necessary to appoint a manager or doorman or janitor—the title does not matter—because by this time the Dogs' Home would have blossomed into an institution to be referred to with pride, each single plank composing the three foot square building being by this time the object of reverence. And that would mean another subscription. The Government could be approached for a grant-in-aid or a donation or a supplementary vote and a little coaching of the officials would see it carried. For is not the dog, man's best friend, and are you to see your friend lack his little luxuries? Of course the subscription idea could be worked as a *fund-raiser*, and

if all else failed then we could have a cats' home, then a dogs' and cats' home, in fact homes for every living animal except the human destitute, who has to wander on the hillside at night looking for a bed among the trees. It is fortunate that this scheme is in the hands of a very respected clergyman who, as we have shown, has saved the Colony from countless possible evils.

### CANTON FOREIGN OPIUM TRADE DEMORALISED.

(30th August.)

For once in a while, a section of the mercantile community of Canton being incensed at the arbitrary demands of the provincial authorities have declared an armistice in the matter of foreign boycotts in order that they may bring all their forces to bear against the official mandate which has aroused their wrath. Under an old law which has always been more honoured in the breach than the observance, it is required that Canton importers of foreign opium should obtain permits in triplicate from the departments concerned with the trade, but the order had fallen into desuetude even if it had not been forgotten altogether. With the appointment of a new Viceroy of the Liang Kwang, whose sympathies are entirely with the anti-opium faction and who is expected to adopt the proverbial new broom action in regard to matters connected with the opium trade, the officials in Canton have been busily setting their house in order with the result that the law referring to permits for the importation of opium has been discovered and put into operation. The idea, of course, is to induce in His Excellency the belief that there are no more ardent adherents of the anti-opium superstition than the energetic, enlightened and progressive officials of the provincial departments in Canton. Whether the incoming Viceroy will be beguiled by the blandishments of these would-be supporters of the anti-opium decree is beside the question. The serious part of the matter is that the effect of the unwelcome, and so far we can see, ill-advised and unbusinesslike action by the authorities is having a most detrimental effect on the opium trade of Hongkong, and already the Colony has suffered financial loss to the extent of between \$10,000 and \$200,000, and that when the revised regulation has only been in operation for a single week. It will be understood at once from these figures that this is no trifling affair, especially when it is remembered that the origin of the trouble and the dislocation in the opium trade, have both been brought about by no fault on the part of Hongkong dealers. The primary objection of the Canton importers to the rule that permits in triplicate must be obtained before they can deal in prepared opium brought from abroad is the old and obvious one that the system opens the door to unlimited opportunities to "squeeze." That it also tends to hamper and harass trade and places in the hand of the officials a stick to break the back of the importers are minor points which are, nevertheless, not to be despised. At all events the Canton importers of opium from Hongkong determined to resist to the uttermost this fresh attempt to handicap their business, and boldly defied the authorities to do their worst. With the object, probably, of bringing matters to a head, the police authorities arrested an opium merchant who had failed to apply for the necessary permit in triplicate, and the fat was immediately in the fire. The resuscitated order declares it to be illegal to deal in opium without the official document so that the police had apparently full power to do what they did. On news of the arrest being circulated the opium importers decided that until the objectionable order was either withdrawn or revoked they would not touch or handle foreign opium and to that resolution they have steadfastly clung since last Monday. While we can readily appreciate the attitude adopted by the importers in refusing to obey the hehest of the authorities and take out permits which are a perpetual source of vexatious interference by the officials and are a lever wherewith the authorities may line their own pockets and at the same time curry favour with a Viceroy who may be described as a brand from the burning, we cannot get away from the fact that the real sufferer from the misguided zeal of the provincial authorities is not the Canton importer but the Hongkong dealer who supplies the product. The importer may remain inactive in so far as his dealing in foreign opium is concerned, without experiencing any great loss in his business; not so the Hongkong dealer who is endeavouring to save off till a future day the disastrous results of the anti-opium campaign. In ordinary times the shipment of opium from Hongkong to Canton ranges from 150 to 200 chests a week which means a turnover of between one and a half and two lakhs of dollars for that period. Such an amount is of considerable moment at a time when adverse markets are exercising a depressing influence on trade generally in this Colony, but even were it not so, the matter is of weighty importance both to Hongkong and those engaged in the trade. The British firm of importers here, realising the gravity of the situation made representations on the subject to Consul-General Fox at Canton, but these could only be of a tentative character for the simple reason that even the Consul-General is hedged about by limitations and is practically powerless to interfere in a question which concerns the Chinese people themselves. The Canton merchants have no quarrel with the Hongkong dealers; they have no wish to penalise those who supply the goods which are the subject of this latest form of passive resistance; but as they refrain from buying the "financial disabilities arising from the cessation of trade naturally fall on the exporters who

are thereby made the vicarious victims of the Canton provincial officials. According to a local authority on opium affairs, the officials feel they are strengthened in their action by the doing of the select few in Parliament who are clamouring for the suppression of the trade in opium. All the parliamentary discussions on the subject and many of the newspaper comments on the evils of opium are translated into Chinese and published in the vernacular press, which is diligently perused by the officials. The outcome of their reading is that the opium traffic is under a ban imposed by the British Government and that being so they consider that they have been dealt a royal flush and refuse to yield to any representations made on behalf of British importers by the Consul-General or even by the British Minister at Peking. British merchants are, however, entitled to reap whatever benefits they are entitled to under the treaties with China, which embody the principle that not a single chest of opium shall be put up for sale without the Chinese authorities securing for the British dealers an unhindered outlet for their goods. Plainly that right is rendered nugatory when the buyers are so harassed by official meddlers that they deem it the only plan to cease a trade, which, it may be assumed, is profitable to all the participants. The same difficulties are being experienced in Nanking and Hankow which obtain their supplies of the foreign product from Shanghai but we are still in the dark regarding the steps that are being taken by the British merchants in the Northern Settlements, although it is not to be believed that they will take the blow lying down. Meanwhile, as the officials at Canton are running their heads against a brick wall, the consequences be on themselves.

### QUEEN WILHELMINA'S BIRTHDAY.

(31st August.)

Amid the thunder of cannon the birthday of Her Gracious Majesty Queen Wilhelmina of the Netherlands was celebrated in Hongkong at noon to-day, when all the warships in the harbour joined with the Dutch squadron in honouring the occasion. Much has occurred since last the royal salute was fired in honour of Her Majesty's natal day, for within that period the history of the Netherlands has been changed by the advent of a Princess who has already captured the hearts of her future subjects. Since Queen Wilhelmina ascended the throne, the sturdy and independent burghers, descendants of the men who defied the might of Spain and France, who sent rovers to the Arctic when Polar expeditions had not become an elaborate holiday excursion, have kept a warm place in their hearts for the little lady who remained at the Hague in the hope of one day fulfilling the desires of her loyal Dutchmen. Time passed and hope deferred made sick the heart of the people, till at length the happy event which kept Holland for the Hollanders and destroyed the aspirations of some German princelings was announced, and greeted with an enthusiasm which it was scarcely believed that such staid and unemotional folk as the Dutch could generate. Whether that auspicious occurrence has changed the history of Western Europe it is far too early to say; but it has certainly brought the Royal Family of the Netherlands closer to the people than they were before, and has enlisted in their favour the Powers who would not wish to see dynastic changes in the country of the marshes. This year, the celebration of Her Majesty's Birthday was celebrated in Hongkong with unusual *debut*, because, for once after the lapse of many years we have a Dutch squadron in the port to take part in the ceremonies which attend the celebration of a European monarch's birthday; and it is a recognised fact that if ever you wish to see a Dutchman at his best get a glimpse of him when he is toasting the health of his sovereign. We can well understand that the function which has been arranged for to-night by Dutchmen for Dutchmen will be an unbounded success and even if we cannot express our feelings in the language of the day we can join the gallant burghers in wishing long life to Her Majesty Queen Wilhelmina and her infant daughter not forgetting the Prince Consort.

### BRITISH BOYCOTT THREATENED.

So incensed have the Chinese become with the boycott as a weapon to be used in self defence or in retaliation for real or fancied slights that they are making use of it on the slightest pretext, and, sometimes without the vestige of a pretext. Some of the addle-headed gentry have by some manner of means become obsessed with the idea that once a boycott is declared by China the whole world stands aghast in horror, as if China were the only market in the world. Certainly, China provides a great and growing outlet for the disposal of the superfluous products of foreign countries, but she is not the centre of the earth, although some of the old-fashioned people seem to think so. There are occasions when a boycott may be advisable and even commendable, particularly when it is the only method that can be legitimately adopted to express genuine indignation, but when it is used on any and every occasion when a few ignorant people get an attack of the sulks it loses half its force and outsiders are inclined to laugh at the boycotters for making fools of themselves. Our contemporary the *Mercury* in discussing this question which has arisen again over an affair that occurred at Kluikiang some time ago says that "Apart from all other considerations the boy-

cott inflicts far more injury on China than it does on anybody else. Some of these gentry have flattered themselves with the thought that the boycott of United States goods some years ago produced the financial panic in New York and the States generally that followed two years later. They may be excused their ignorance, but the plain fact is that the result of the boycott of United States goods, serious though it was, was only a drop in the ocean of United States trade. The chief loser was China. Again the boycott of Japanese goods has injured China quite as much as it has injured Japan, if not more so. There is no blinking the fact that the boycott of Japanese goods did serious injury to Japan, although our contemporary makes light of the result, but the boycott was then in its infancy, and the Chinese really believed that they had a right to feel aggrieved. We will not enter into the merits of that dead and gone dispute, but we will do the Chinese the justice of allowing that they acted in the full belief that the boycott was the only means at their command to express their opinion of the invertebrate character of their own Government officials, as well as to make Japan feel that there was now a power behind the throne in China. But when it comes to every petty little insignificant incident being made an excuse for a boycott then the Chinese are behaving like overgrown hobbledohs. And the worst of the whole outfit is the gentry, those retired semi-plutocrats who would dictate if they had the ability and lead if they could find any followers. It may be said that the gentry being mostly composed of ignorant, opinionated officials who have made their pile and gone into retreat to enjoy the leisure life, is not an influential body but that makes no difference. Their rank and position impose on the common coolie and he would be a curious member of the gentry who did not know how to take advantage of the fact. As we have already indicated, the latest move to initiate a boycott has been made at Kluikiang and the gentry is behind it. The trouble originated over the death of a Chinaman; the particulars of which have escaped our memory for the moment. But it led to a British police inspector being charged with manslaughter. He has been tried and discharged because there was no *prima facie* evidence to support the allegation. The result has annoyed the Chinese gentry and a boycott of things British is contemplated. The principal points are set forth by the *Mercury* in the following terms: The recent manslaughter trial at Kluikiang appears to have terminated in a fashion unsatisfactory to our Chinese friends, and they appear to be going about the expression of their dissatisfaction in a very foolish way. It would almost seem as if the dissatisfaction is unwarranted, for the gentleman concerned has practically had two trials, though of a somewhat informal character. Some months ago the British Crown Advocate, in whom are vested some of the functions of a public prosecutor, visited Kluikiang and inquired into the available evidence in the case and came to the conclusion that there was not sufficient *prima facie* evidence to form ground for preferring a charge. With this the Chinese "gentry," of whom we have expressed an opinion more than once, and for whose wisdom we have not an increasing respect, were dissatisfied, and they provided funds for the institution of a charge against Inspector Mearns. This charge has had a hearing before His Britannic Majesty's Consul at Kluikiang, and he has decided there is no case. It might have been thought that the British record for even-handed justice, even if there was an unhappy secrecy about the proceedings, would have been sufficient to put a stop to further prosecution of the matter at this point; but, no. The "gentry" are not satisfied, they will appeal to a higher Court. So be it, but—let it stop there, as it is worse than useless to seek to exact vengeance from British merchants generally by means of the now familiar weapon, the boycott. It seems that the British Consul has made representations against the projected boycott, but of course without avail. Nobody can stop a boycott except the boycotters themselves, and therein lies the trouble, for if the boycott is employed in return for every pick-nick which any self-respecting nation would ignore, as being beneath its dignity to recognize, and if it is to be used when there appears to be the slightest miscarriage of justice where do we stand? A trading nation might as well shut up shop altogether as to try to please a crowd of bad-humoured, over-petted, self-willed and pulling children. As regards the case which has aroused the gentry of Kluikiang to stand up as "patriots" and all the rest of the high-falootin' titles which such "gentry" usually bedeck themselves with on these national occasions, they believe in the efficacy of the boycott to secure a judgment on appeal. "If the boycott has any effect at all on the trial on appeal, if ever such a trial does take place, that effect will only consist in popular sympathy with the defendant, whether he gets a judgment in his favour, as it seems highly probable he would do, or against him. One of the most serious features of the case is the fact that the reply of the local officials to the remonstrance of the British Consul on the matter of the boycott is lamentably weak as official control over Chinese people usually is—except when they happen to be locked up in prison." Some of the Cantonese who are never so level-headed as when dealing with trade questions ought to read their cousins in Kluikiang a sharp lesson on the insane policy of opportunism.

### A BLOW AT THE BENCH.

While we have great faith in the sound common sense and sane judgment of Mr. Murray Stewart on most questions affecting











### THE CHIEF JUSTICE'S DECISION.

which might perhaps not be well-fitted for dangerous or unusually risky operations, as the landing in that case seems to have been. In Strong v. Nally, an ordinary lighterman was employed; but the underwriters were held discharged not because the consignee had hired a lighter, but because he had "disposed with the obligation of the lighterman to take charge of them during the night, and took them into his own custody." Here, the consignee, the lighterman, and placed himself in the same situation as if the goods had been actually landed and delivered: and having so done he might have kept them in the lighter for a week, for he had as much control over them, as if they had been in his custody for that period. In Paul v. Insurance Co. of North America, Matthew J. said that Sparow v. Caruthers was an extraordinary decision to arrive at, so agreeing with the judges in Hurry's case. He seems to have thought the same of Strong v. Nally, which, I think, may be supported on another ground. He added that the "risk of craft" clause must cover carriage in a hired lighter, and why should it not also cover it in a lighter belonging to the assured, the person most concerned for the safety of the cargo? There seems to be a definite principle derivable from these cases. A hired lighter is within the meaning of craft, in the risk of craft clause, the much-doubted case of Sparow v. Caruthers draws the distinction not between private and public lighters, but between a hired lighter and the consignee's lighter. But if not them, on any lighter can be construed into a taking possession of the goods by the consignee in such a way that it is tantamount to terminating the normal course of voyage, that is by ship plus lighter from the ship to the shore, then the risk has terminated too.

Applying this to the facts of this case, undoubtedly the voyage, and so the risk, was terminated in the case of the 200 baskets sold from the lighter. So, too, if on the evidence I came to the conclusion that the consignee had taken possession of the goods in the godown, but to sell them before storing, and for this purpose to store them temporarily in the lighter, then the risk would also have come to an end. That he would have sold them if a customer had come along is clear, but that is not the question; I must be satisfied that he did in fact so delay the transit to the godowns in the lighter, as to amount to a taking control of them for purposes other than those incidental to the voyage, of ship plus lighter.

This brings me to the last point of delay. The longer I am in reasonable time, this point differs somewhat in detail from a deliberate termination of the voyage. I think, as I have already said, that I am bound to hold that the risk covered the transit by lighter to one of these godowns, and that it must further include such delay as is involved by the normal process of landing the oil into these godowns. Now, here again there is one clear case where delays would release the underwriter. Supporting one of the godowns, or even both were ill, and the lighterman lay alongside hoping for a chance of getting his oil taken in, clearly the risk could not cover such a case. But suppose the lighter was not ill, or that the lighterman, or the consignee applied for space, and he was told not that space would be reserved beforehand, but that there was room, and his boat-load would be attended to in due course, i.e., suppose it were first come, first served, always coupled with a promise that he would be served, then I am clear that this would be in the normal course of business, and would be covered by the risk.

Now, I am going to make a short cut through the evidence. The plaintiffs' agents in Canton were in the habit of storing their oil in "quantities" of 200 or 250 tons, the storage tank, even of much smaller quantities. The defendants want me to believe that in this case they were going to depart from, I will not say, their usual custom, because that is not proved, but from what they very frequently did. I put the letter on one side; I am not bound to go further than to say it might have been given by Mr. Ho without authority. But the godown manager wants me to believe that no application of any sort, kind or description was made, and that the plaintiffs' agents deliberately lay alongside so as to keep the lighterman his full period of hire in the chance of telling the oil stored and to store it at all. The examination of the godown book as to the amount of work done by the godown on the days in question, as well as the answers I succeeded in getting from him as to the normal course of work at the godown wharf, so entirely bear out the story told by the plaintiffs' witnesses, that I am compelled to accept the plaintiffs' story. I, therefore, give judgment for plaintiffs with costs.

Counsel for the plaintiff applied for interest, and his Lordship said he would consider the matter. Counsel withdrew.

The plaintiffs were represented by Mr. M. W. Slade, instructed by Mr. R. A. Harding, Sir Henry Berkeley, K.C., and Mr. Ducaud McNeill, instructed by Mr. A. Holbourn, of Messrs. Deacon, Looker and Deacon, appeared for the defendant.

### THE KIRIN-CHANGCHUNG RAILWAY.

#### TEXT OF THE AGREEMENT.

"The following is published as the text of the agreement relating to the Kirin-Changchung and Hsiniamintou-Mukden Railways, which was signed on the 18th ultimo at Tientsin.

(1) The South Manchurian Railway Company agrees to advance to the Chinese Government a sum of ¥2,250,000 (the actual amount receivable by the Chinese Government is 93 per cent), half the amount of the expenditure required for the construction of the Kirin-Changchung Railway, and also a sum of ¥320,000, (93 per cent, receivable by China), half the amount of the expenditure required for the reconstruction of the Hsiniamintou-Mukden Railway.

(2) The money to be advanced shall be paid in Tokyo within one month from the date of the signing of the agreement.

(3) The Chinese Government, with as little delay as possible, shall appoint a commissioner to receive the money.

(4) The money earned by the Kirin-Changchung Railway shall be deposited with the Manchurian branch of the Specie Bank, the amount so deposited being exclusively in currency accepted by the bank.

(5) The Specie Bank shall pay interest on the money deposited at the same rate as is paid on general deposits.

(6) The Chinese Government agrees to repay the money advanced for the construction of the Kirin-Changchung Railway in twenty years after outstanding five years and the money advanced for the reconstruction of the Hsiniamintou-Mukden Railway in eighteen years from the year in which the agreement was signed. In each case, the payment is to be made in half-yearly instalments commencing in the first year of the periods mentioned.

(7) The money in this agreement shall be paid in Japanese currency.

(8) In the event of either of the parties infringing the agreement, the arbitration of a third party shall be sought.—*Japan Chronicle.*

AT THE TUNG WA HOSPITAL

# BOXING IN HONGKONG.

## SOME COMMENTS ON SATURDAY'S BOUTS.

Beyond all reasonable doubt, not a single follower of the pugilistic game went away disappointed from the City Hall last Saturday night. Seated and standing, we witnessed so many fast and furious bouts that the porting Whittaker had arranged for the satisfaction of a highly critical and keenly observant audience. Indeed, it was night for a finish all the way from 9 o'clock at night till nearly one in the morning and then there were those who could have composedly sat the night through till dawn appeared. The only regrettable feature was the number of fouls that were penalised, but Jack Deveney had no opinion and he would not have earned the reputation he holds if he had been less strict. The referee was very wise in not making one of them the principal event of the evening—were decided on fouls. With the decision in each case one absolutely agreed. The fouls in each case were clear and obvious and less drastic measures than those adopted—by the referee would have been making a mockery of the rules. The gamest exhibition of the night was that put up by Kid Marriot, the little spring-heeled lightweight who we verily believe out would tackle an elephant and get the count out if the mammal tried any fancy tricks. He was matched against Gunner Williams, a 188 lb. man, K. C. A., a slothful, but the action of a cyclone in hydraulics and the sail-driven force of a steam engine in disguise. Time and again the Kid bit the dust, but he was on his feet again as chirpy as a cricket. He started with two shoes and the same complement of socks and the other usual etceteras. By the end of the third round he had discarded everything but the loin cloth of a Solomon Islander. Some of his goods were in the gallery, others in the stalls and the socks were the only visible evidences of his wardrobe, being up to the neck in mail gear. The soldier punished Kid Marriot with rare persistency but he couldn't get in the knock-out—all the science being on the youngster's part. In the fifth round Kid Marriot made a surge at Williams, carried him to the ropes and left over him. As they were getting up he lauded the soldier a couple of blows on the proboscis, and was rightly ordered to his corner. The soldier got the fight on the foul. The main event was the Lewis-Buckman go and so far as it went the audience got their money's worth, but it only went to the fifth round, when the mail carrier Buckman, a 175 lb. man, was matched against Lewis to the boards and had a foul notched against him for the third time in the bout. The negro had a most peculiar style, something like a panther on the warpath for a democrat's blood. He crawled round the ring with his nose on the ground and his fists going at acrophane speed; then he would make a dive and a jump and violently hit the atmosphere until it sobbed again. Lewis had more of the orthodox style, though it can be understood that a 132 pounder could do much against a 158 lb. man when there is a strong action encounter. Lewis showed fine foot action but he was still doubtful what the result would have been had the fight gone the whole journey of 20 rounds. Most people fancied Lewis and decidedly his style was pretty and when he got there effective. But the darkey is, we think, a stayer. It was a toss-up how things would have ended, in any case all the money was for the sailor. The other fights were fine and straight exhibitions of the art, but heed no particularising. As for the crowd, it was the most orderly, obedient and docile we ever saw at a boxing match.

## JAPANESE EAST ASIA INDUSTRIAL COMPANY.

### INAUGURAL MEETING.

The inaugural general meeting of the Toa Kogyo Kaisha (East Asia Industrial Company), was held in Tokyo on the 18th August, reports the *Japan Chronicle*. This is the name chosen for the syndicate recently formed in Tokyo for the purpose of undertaking railway and other works in China, at first known as the Japan-China Development Company. Baron Shibusawa, on behalf of the promoters of the company, took the chair. After unanimously approving the report on matters relating to the promotion of the concern, the meeting took up the question of remuneration to the directors and the shareholders. The names of the directors are Mr. Masuda Takashi, of the Mitsui firm, it was decided that the total amount for the purpose should not exceed ¥3,000 a year for the present. The meeting then decided to leave the nomination of candidates for office as directors and auditors to the Chairman. Baron Shibusawa then nominated as directors Dr. Furuichi (ex-Vice-Minister of Communications, late President of the Seoul-Fusan Railway Company, Messrs. Otogiri (director of the Specie Bank), Yamamoto (attorney, Kadono Jukuro, Iwashita Seishu (President of the Mitsubishi Bank) and Shirai Ryohsei with Katsuhisa Shinzaki (of Tokyo) and Nakaguchi Hamakichi as auditors. These names were approved by the meeting. Dr. Furuichi was elected president of the Company. The report on the result of investigations in accordance with Article 134 of the Commercial Code was next approved. This concluded the business of the meeting and on behalf of the shareholders Dr. Furuichi, president of the company, congratulated those present on the formation of the organisation and expressed his thanks for the services rendered by the promoters. This concluded the business.

For the respondent of the *Asahi* attributes to Dr. Furuichi, president of the company, the following statement:—As a representative of the East Asiatic Railway Investigation Society, formed by railway engineers, he (Dr. Furuichi) frequently visited the Japan-China Industry Investigation Society, which had now been transformed into the new company. In this connection he had been designated as the president of the Company. Hitherto Japanese business-men had been working individually for business in China, and were liable to enter into competition with each other. The business of the company was to undertake the construction of enterprises in China on profitable terms and divide them equitably among Japanese business-men. It was necessary for the company to respect the interests and rights of China and at the same time to endeavour to promote the interests of those business-men to whom the undertakings are to be allotted. The shareholders should be prepared not to see any profit before the lapse of one or two years. The customers of the company being Chinese, the company should exercise perseverance after the Chinese fashion and develop the work gradually.

## THE BELLA VIEW HOTEL.

### APPLICATION FOR TRANSFER OF LICENCE.

A meeting of the Justices of the Peace was convened at the Magistrate last Monday afternoon (Mr. F. A. Huxford presiding) to consider an application from Edward Arnold Kennedy for the transfer to him from Arthur E. Gargoon of the publican's licence to sell by retail intoxicating liquors on premises No. 2, Pak Shui Wan, Shan Ki Wai Road, under the sign of the Bella View Hotel. There were a number of other Justices in attendance, and the application was adjourned.

### SOME COMMENTS ON SATURDAY'S BOUTS.

Beyond all reasonable doubt, not a single fowl of the prize was given away, disappeared from the City Hall last Saturday night. Seldom have we witnessed so many fast and furious bouts as the sporting Whitkator had arranged for the satisfaction of a highly critical and keenly observant audience. Indeed, it was fight for a finish all the way from 9 o'clock at night. Till nearly one in the morning and then there were those who could have composedly sat the night through till dawn appeared. The only regrettable feature was the number of fouls that were penalised, but Jack Devaney had no opinion and he could not have earned the championship holder had he been less strict than he was. No less than three bouts—and one of them the principal event of the evening—were decided on fouls. With the decision in each case absolutely agreed. The fouls in each case were clear and obvious and less drastic measures than those adopted—by the referee would have been making a mockery of the rules. The gamest exhibition of the night was that put up by Kid Marriot, the little spring-heeled lightweight who we verily believe would tackle an elephant and get the count out if the mammal tried any fancy tricks. He was matched against Coker, a tall fellow of the 88th Co., R. G. Co., a slogger with the action of a cyclone in hysterics and the flail-driving force of a steam engine in disguise. Time and again the Kid bit the dust, but he was on his feet again as chirpy as a cricket. He started with two shoes and the same complement of socks and the other usual accouters. By the end of the third round he had discarded everything but the loin cloth of a Solomon Islander. Some of his goods were in the gallery, others in the stalls and the socks were the only visible evidences of his wardrobe, being hung up on a nail near the ring. The sore soldier pummed Kid Marriot for four consecutive bouts, but he couldn't get in the knock-out—all the science being on the youngster's part. In the fifth round Kid Marriot made a surge at Williams, carried him to the ropes and fell over him. As they were getting up he landed the soldier a couple of blows on the proboscis, and was rightly ordered to his corner. The soldier got the fight on the foul. The main event was the Lewis-Buckman go and so far as it went the audience got their money's worth, but it only went to the fifth round, when the black man (Buckman of the U.S.S. *Hittie*) distinctly flung Lewis to the boards and had a foul noted against him for the third time. The fight was fought in the most athletic style, something like another on the warpath for a democrat's blood. It crawled round the ring with his nose on the ground and his fists going at scroplane speed; then he would make a dive and a jump and violently bit the atmosphere until it sobbed again. Lewis had more of the orthodox style, though it can be understood that a 132 pounder can't do much against a 178 lb. man when there is a cannon shot to encounter. Lewis showed fine feet, motion but we are still doubtful what the result would have been had the fight gone the whole journey of 20 rounds. Most people fancied Lewis would decidedly hit his mark and when he got there effective. But the darkey is, we think, a stayer. It was a toss-up how things would have ended, in any case all the money was for the sailor. The other fights were fine and straight exhibitions of the art, but heed no particularising. As for the crowd, it was the most orderly, obedient and docile we ever saw at a boxing match.

**JAPANESE EAST ASIA INDUSTRIAL COMPANY.**

**INAUGURAL MEETING.**

The inaugural general meeting of the Toa Kogyo Kaisha (East Asia Industrial Company), was held in Tokyo on the 18th August, reports the *Japan Chronicle*. This is the name chosen for the syndicate recently formed in Tokyo for the purpose of undertaking engineering and other work in China, at first known as the Japan China Development Company. Baron Shibusawa, on behalf of the promoters of the company, took the chair. After unanimously approving the report on matters relating to the promotion of the concern, the meeting took up the question of remuneration to the directors and auditors of the company. On the motion of Mr Masuda Takashi, of the Mitsui firm, it was decided that the total amount for the purpose should not exceed ¥3,000 a year for the present. The meeting then decided to leave the nomination of candidates for office as directors and auditors to the Chairman, Baron Shibusawa then nominated the directors Dr. Furuchi (ex-Vice-President of the Communications) and the president of the Seibu-Fuasa Railway Company, Messrs. Otogiri (a director of the Specie Bank), Yamamoto Jotaro, Kadono Jukuro, Iwashita Seisbu (President of the Kitabanka Bank), and Shirai-shi Ryohshi with Messrs. Ohashi Shitaro (of Tokyo) and Nakajima Kumakichi as auditors. These names were approved by the meeting. Dr. Furuchi was elected president of the Company. The report on the result of investigations in accordance with Article 734 of the Commercial Code was next approved. This concluded the business of the meeting and on behalf of the shareholders Dr. Furuchi, president of the company, congratulated the members on the formation of the organisation and expressed his thanks for the services rendered by the promoters. This concluded the business.

The Tokyo correspondent of the *Asahi* attributes to Dr. Furuchi, president of the company, the following statement:—As a representative of the East Asiatic Railway Investigation Society, formed by railway engineers, he (Dr. Furuchi) frequently visited the Japan-China Industry Investigation Society, which had now been transformed into the new company. In this connection he had been selected as the president of the company. Hitherto he presided over the company, working individually for business in China, and was liable to enter into competition with each other. The business of the company was to undertake a number of enterprises in China on profitable terms and divide them equitably among Japanese business-men. It was necessary for the company to respect the interests and rights of China and at the same time to endeavour to promote the interests of those business-men to whom the undertakings are to be allotted. The shareholders should be prepared not to see any profit before the lapse of one or two years. The customers of the company being China, the company should exercise discretion in the Chinese fashion and develop the work gradually.

**THE BELLA VIEW HOTEL.**

**APPLICATION FOR TRANSFER OF LICENCE.**

A meeting of the Justices of the Peace was convened at the Magistrate last Monday afternoon (Mr. F. A. Haseldine presiding) to consider an application from Edward Arnold Kennedy for the transfer to him from Arthur E. Gagnon of the publican's licence to sell by retail intoxicating liquors on premises No. 2, Pak Shui Wan, Shan Ki Wai Road, under the sign of the Bella View Hotel. There were a number of other Justices in attendance, and the application was adjourned.

**VICTORIA RECREATION CLUB**

The Victoria Recreation Club's second swimming Carnival this season, held on Saturday last, proved a success. The entries for all the events were large and the finishes in the handicap events speak well for those in charge of the handicapping arrangements, and it is to be hoped that the most contests can be got up before the arrival of the Shanghai representatives so as to be able to pick outswimmers who will be able to uphold the reputation of the Colony against the formidable team which the Northern Settlement have practically chosen to come down. Eight events were keenly contested as follows:—

1.—4.00 p.m. ONE LENGTH HANDICAP HEATS. (First in each heat to swim in the final). Two Prizes.

The first Heat was easily won by W. J. Carroll in 23 seconds. The remaining three heats were won by P. C. Fenwick, F. B. da Silva and A. R. Souza, respectively.

2.—4.30 p.m. RUNNING HEADER FROM SPRING-BOARD. Three tries.

Some very good diving was witnessed in this event among the large number of entrants, the honours, however, falling to M. A. R. Souza, who won by the margin of one point from F. B. da Silva.

3.—4.45 p.m. ONE LENGTH FINAL.

Only three started in this event, Souza dropping out. Fenwick off "Go" had a good start, he also did Silva (over 1 second), Carroll (over 2 seconds) doing badly, but the latter swimmer caught up on the two leaders and won easily, Fenwick being second.

4.—5 p.m. TWO LENGTHS HANDICAP HEATS. (First two in each heat to swim in the final). Two prizes.

The first heat brought out four starters, viz.: P. C. Fenwick ("Go"), F. Barreto (owes 3 seconds), J. A. S. Alves (owes 7) and H. Carroll (owes 11). The "Go" man was never troubled and won easily in 52 seconds, Carroll taking second place.

The finish in the second heat was very exciting. H. W. Petersen (owes 7) winning by a touch, J. M. Rosa Pereira, followed by P. M. Ribeiro. Ribeiro being timing for second place. Winner's time, 57 seconds.

5.—5.15 p.m. THROWING THE POLO BALL. Three tries.

R. C. Wittchill captured this event comfortably, throwing the ball a distance of 69 feet.

6.—5.30 p.m. TWO LENGTHS FINAL.

Fenwick again easily won this event with his big handicap, but the fight for second place was intensely exciting, the remaining four swimmers coming in a bunch, Petersen, however, was awarded second place.

7.—TEAM RACE.

Three teams entered for this, and after some exciting swimming, finished as follows:—

1st Team Captained by A. H. Carroll:—W. J. Carroll, M. A. R. Souza, H. W. Petersen, A. R. Ellis, A. S. Ellis and A. H. Carroll.

2nd Team Captained by A. E. S. Alves:—F. Barreto, H. W. White, J. A. S. Alves, A. J. V. Ribeiro, F. L. Rosa and A. E. S. Alves.

3rd Team Captained by A. A. Claxton:—W. Ladd, R. A. Carvalho, W. G. Goggin, J. M. Rosa Pereira, C. M. S. Alves and A. A. Claxton.

8.—6.15 p.m. WATER POLO.

This resulted, after a splendid exhibition of Water Polo between pickled teams, in a draw, both sides scoring one goal. Both teams agreed to play three minutes each way. In order to decide the winners, but after a deal of fast play, Alves retired on account of cramp, the Blues ultimately winning by 3 goals to one, the Whites withdrawing after half time. The teams lined up as follows:—

BLUES.	WHITES.
A. H. Carroll (Capt.)	A. E. S. Alves (Capt.)
L. E. Lammert	A. J. V. Ribeiro
J. Forbes	J. M. Rosa Pereira
A. A. C. Rodrigues	H. W. Petersen
O. R. Chunnit	H. J. White
F. K. Tata,	A. R. Ellis
R. A. Carvalho	A. S. Ellis

**DISTURBANCE IN A MARKET.**

HAWKER ATTACKED WITH A CHOPPER.

30th ulto.

A fight took place in the So Kon Po Market, in Jardine's Bazaar, Wanchai, yesterday afternoon, which resulted in a hawker named Chan Lung Chong being sent to hospital to be treated.—Two other hawkers, Li Tim and Ng Chu, were arrested, and charged in the Police Court, this morning, at the instance of Inspector Kerr, with assault and causing grievous bodily harm. The complainant, who was discharged from the infirmary this morning, told the magistrate (Mr. Hazeland) that about four o'clock p.m. yesterday the first defendant went up to his stall to make a purchase. The second defendant, who was standing near by, told him not to buy from that place "as the goods were no good." A quarrel started between the complainant and the second defendant. High words followed and, as the complainant alleged, the second defendant seized him by the queue, while the other attacked him with a chopper, striking him on the right wrist and causing a nasty gash. His Worship found the first defendant not guilty and discharged him. The second man had a fine of \$25 to pay.

**KULANGSU (AMOI) MUNICIPAL COUNCIL.**

Minutes of a meeting of the Council, held at the Board Room, on the 10th August, 1900.

Present:—Messrs. W. H. Wallace (Chairman), W. K. Keene, W. Lee Kar, J. Mencarini, S. Okuyama, W. Willson, the Health Officer and the Secretary.

The minutes of the last meeting were read and confirmed.

A further communication was read from the Haifangting concerning sampans. The Council saw no reason for altering their former decision in this matter, conveyed to the Haifangting in their letter of the 29th July last.

As the Haifangting's object was merely to keep a record of respectable men willing to hire, the Council would be happy to supply him with a list of the Kulangsu licensed sampans, together with their registered numbers, should he desire same, and in case of necessity, assist him and his officials in the future as he had done in the past, consistent with the provisions contained in the Land Regulations and By-laws.

The Captain Superintendent of Police reported the following cases had been dealt with at the Mixed Court since the last meeting:—Bum-mones: Breach of slaughter-house regulations 2, Throwing rubbish &c. into the public drains 4, Allowing pigs and cattle to stray 2, Improper use of Police whistle 1, Assault 9, Burying a corpse without a permit 1, Kidnapping 1, Debt 7, Burying without license 1, Permitting gambling &c. growing on land 3, Obtaining money under false pretences 1, Summons 19 Arrests: Offering for sale male unfit for human food 1, Theft 5, Being in possession of counterfeit coin 1, Assault 3, Obtaining money under false pretences 2, Being abroad after 12 midnight without a light 1, Being in unlawful possession of firearms 1.

(Signed), W. H. WALLACE,  
Chairman.

By order,  
G. BRERLEY MITCHELL,  
Secretary.

—

THE REPORT FOR PRESENTATION TO THE SHAREHOLDERS AT THE EIGHTH ORDINARY GENERAL MEETING TO BE HELD ON SATURDAY, 11TH PROX., READS AS FOLLOWS:—

Annexed we have the pleasure to lay before shareholders, statements of accounts for eleven months ending 31st July last.

The balance at credit of profit and loss account is \$446,483.42, which it is proposed to deal with as follows, viz:—To place to reserve fund \$400,000.00, and carry forward to next account \$46,483.42.

The connection for lighting Canton, together with the factory, property and material there, were sold to the Ta Ching Kwang Tung Electric Supply Co., for \$1,530,000.00. Payment was completed on 31st July, to which date the present accounts are made up.

It is obvious from comparing the figures of the last account with those now laid before you that, owing to circumstances beyond our control, we were losing ground at Canton and, in view of this and other considerations we decided to avail ourselves of the opportunity of disposing of this branch of the business at what we consider a fair price. We shall now have to devote all our attention to the development of the Kowloon Factory.

Capital.—It is not proposed to pay a dividend, but to make a return of Capital to the extent of \$5.00 per share, or \$500,000.00 out of funds in hand, but this cannot be done until the necessary resolutions, which are now being drawn up, have been passed and the consent of the Court obtained.

Consulting Committee.—In accordance with the articles of association Sir Paul Chater, C. M.G., Dr. J. W. Noble, and H. P. White, Esq., retire, but offer themselves for re-election as Auditors. The accounts have been audited by Messrs. W. H. Potts and A. O'D. Gonnin, who are recommended for re-election.

SHEWAN, TOMES & CO.,  
General Managers.

Hongkong, 28th August, 1909.

Statement of accounts for the 11 months ending 31st July, 1909:—

**PROFIT AND LOSS ACCOUNT.**

Auditors' fees .....	\$	260.00
Consulting committee's fees .....		1,375.00
Exchange (loss on subsidiary columns) .....		8,481.15
Interest .....		31,834.74
General expenses .....		1,091.47
Amount written off as bad debts .....		14,161.35
Prem. on 5,000 debentures issued at \$50 and paid off at \$100 .....		3,729.22
Balance .....	\$	50,000.00
		446,483.42
	\$	560,171.36

  

Balance from last account .....	\$	61,138.51
Contracting department .....		174.88
Balance of working account .....		88,650.62
Balance proceeds sale of Canton property, franchise and good- will .....		410,207.35
	\$	560,174.36

  

**BALANCE SHEET.**

Capital:—50,000 shares at \$10.00 each fully paid up .....	\$	500,000.00
50,000 special shares at \$10.00 ea. fully paid up .....		50,000.00
	\$	550,000.00
Sundry creditors .....		134,770.95
Balance of profit and loss account .....		446,483.42
	\$	1,131,250.37

  

**Kowloon:—Land,  
    buildings and ma-  
    chinery as per last  
    statement .....** \$200,235.18

Less depreciation 100,531.92

**\$199,703.26**

Since expended .....

2,531.92

**\$ 197,171.38**

  

**Lines as per last state-  
    ment .....** \$4,500.00

Less depreciation 3,529.44

**\$ 970.56**

Since expended .....

6,029.44

**\$7,000.00**

  

**Materials, stores, and fuel in stock  
    valued at .....** 67,857.71

**Furniture as per last  
    statement .....** \$1,400.00

Less depreciation 100.00

**1,300.00**

  

**Proportion of premia on unex-  
    pired policies .....** 204.99

**Sundry debtors .....** 122,525.03

**Cash on hand:—Head**

office .....	\$285.50
Canton .....	1,837.76
Kowloon .....	300.34
Company's bankers .....	687,407.86
	<b>689,631.46</b>

**\$1,131,250.37**

  

**TRADE-MARK DECISION.**

**PROTEST DISMISSED.**

The decision is published in the *Official Gazette* of the 18th August of the Patent Bureau in protest made by the British-American Tobacco Company, Limited, of the Strand, London, against the refusal to register a trade-mark owned by the company. The protest was dismissed.

In giving reasons for the decision, the Patent Bureau remarks that, although the petitioner maintains that the essential part of the trade-mark in this case is formed by the words "Drum head," not by the round form of the drum itself, yet nevertheless what attracts the public attention in this trade-mark is the form of a drum, not the words mentioned, it therefore follows that the form of a drum is the essential part of this trade-mark. Now the essential part of the registered trade-mark No. 11,888 is also the form of a drum. Thus the two trade-marks in question would be regarded by the public as the same, one being easily mistaken for the other. Moreover, the name of a trade mark is derived from its essential part, so that both must be regarded as "drum" marks, and are considered to resemble each other. Petitioner further maintains that as private tobacco business in Japan ceased to exist on the adoption of the Tobacco Monopoly all trade-marks relating to tobacco ceased to exist at the same time. This contention cannot be accepted. The Tobacco Monopoly is not in force in all parts of the Japanese Empire, some territories under Japanese control are not embraced within its operations as may be seen from Imperial Ordinance No. 133 of April 29th, 1904. Accordingly registered trade-mark No. 11,888 still remains valid. The decision of the examiners in concluding that the mark in this case, which resembles one already registered, falls under the category of No. 4 of Article II. of the Trade-mark Law is therefore justified. For the reasons cited, the petition is dismissed.















Judgment was delivered on the 26th ultimo in the Kobe Chihō Saibansho, in the case of two Chinese named Wang Sing-far and Cheeg Chung-shong, of Moto-machi, 2-chome, Kobe, on the charge of "smoking opium and storing smoking apparatus in their houses." Wang was found guilty and sentenced to imprisonment for six months with labour, while Cheeg was acquitted of the charge on the ground of insufficient evidence.



## TREE-FELLING BY CHINESE.

## WOOD-STEALERS FINED.

Tree-felling is a common offence among the coolie fraternity of the Colony. This morning, two private chair coolies in the employ of Mr. John Hingman, and Lieut. Col. Murray, of the Buffs, were arranged before Mr. F. A. Hasland (First Magistrate) for being in unlawful possession of newly-cut wood. It appears that the two men some time ago decided that they should relieve Government of a particular tree in the Peak district and having once made up their mind, forthwith set to work. With the help of sharp-edged chop-pers, they vigorously proceeded with their work of wood-stealing, but unfortunately they were rudely disturbed from their occupation by the unannounced appearance of an Indian policeman who had been sent from the police station to his beat. As soon as the thieves smelt danger, they unceremoniously dropped their "batches," and incidentally the tree, and made a bee-line as fast as their legs could carry them to the houses of their respective employers. They were, however, shortly afterwards captured, this part of the work being greatly facilitated in view of the fact that one of the coolies had on a lively having all the colours of the rainbow. This morning, the two coolies had to each contribute \$7 to the Colony's much-depleted Treasury.

## CALIFORNIAN FRIES.

## CHINA'S PARTICIPATION.

The first batch of checks for the Portola festival fund of \$200,000 reached the committee at its headquarters in the Phoenix building yesterday, reports the *San Francisco Chronicle* of 28th July. These were in response to the formal appeal issued by the finance committee of the festival on Monday. More checks and promises of subscriptions are expected to-day, and from now on it is hoped that there will be a steady stream of remittances.

Until Monday, when 35,000 individual letters were sent out by the finance committee, signed by Louis Stoss, Frank B. Anderson and James K. Arnsby, and the publicity given to the call, in yesterday's newspapers, no step had been taken by the committee to collect funds.

It was felt that it was advisable, before soliciting subscriptions, to see to what extent the outside world would be interested in the festival. Now that it has been established that all the principal foreign nations will send warships here, or will be represented in some official capacity, and that many thousands of visitors will come to the city, it is believed that the importance of providing elaborate entertainments is being generally realized. Contributions will be freely made not only by all classes of citizens of San Francisco, but also throughout the State.

TO REPRESENT CHINA.  
The announcement that the Chinese Government, having been assured that Chinese sailors will be as welcome on American soil as the sailors of any other friendly power, will in all probability send one, and perhaps two, warships here was a chief topic of interest yesterday. While confirming the fact that the Chinese Government of the Chinese Government, with the prospect of Chinese ships coming to the Chinese Consul-General, had nothing new yesterday to add to the announcement in yesterday's *Chronicle*.

The vessels from which the Chinese Government will likely make a selection for its representation here, it was said yesterday, are the *Hai Shen*, the *Hai Shun* and the *Hai Yung*. These three warships were built for China by the Vulcan Iron Works at Stettin, Germany, in 1897 and 1898. Each is a cruiser of 2,000 tons displacement, having a speed of 20.7 knots, and carrying a complement of 244 men.

The event that China decided to send a larger vessel, the cruiser *Hai Chi* will, it was said, probably be selected. This ship was built at Elswick in 1899, and is of 4,300 tons displacement, with a speed of twenty-four knots. She carries 374 men. The *Hai Chi* is the most powerful Chinese warship completed, a number of new battle-ships which have been projected for the new Chinese navy not having yet been finished.

The participation of China in the Portola festival, it was said by prominent Chinese yesterday, will be made in a whole-souled way. The part which the United States has played in the international game of warships, has been the check-board has been much appreciated by the Chinese, who particularly remember this country's disinterested action in the matter of the Chinese indemnity.

WILL BE A MONSTER PAGEANT.  
With the assurance that China will send a warship here the list of countries which are certain to be represented in the "naval" pageant in San Francisco bay includes: Great Britain, France, Germany, Holland, Italy, Japan, China and a number of Central and South American republics, besides the vessels which the United States Navy Department will select. In all it is likely that nearly fifty warships will be assembled here, flying the flags of fifteen or more nations.

"With the foreign nations and our own Government contributing so splendidly to the programme," said Chairman Louis Stoss of the finance committee, yesterday, "it becomes absolutely necessary that the remainder of the programme, which is to be managed by the Portola committee, acting for the State, should be correspondingly magnificent."

"The reputation of California demands that the entire festival be on a scale never before approached by a State capital. As the city is the centre of the city and in a lesser but still very tangible degree every resident of the State will benefit by the coming of so many thousand visitors, we have no doubt that the amount which we consider necessary to raise—\$200,000—will be subscribed, and so promptly that we shall be able to start at once with the preparations."

## THE ROBBER MARKET.

## MESSRS. THOMPSON'S FORTNIGHTLY CIRCULAR.

Owing to the extremely small quantity of hard fine Para offering on spot and the strong American demand, we have had an excited market, and the price has advanced 1s. 4d. per lb. for this grade during the past fortnight, ending July 31. Cacao beans, in plentiful supply, have only advanced 5d. per lb. To-day's spot quotations are as follows:—Hard core fine 8s. 6d. soft core fine 7s. 11d. Manzanilla scrappy negro-beds 5s. 6d. and upriver cacao half 4s. 7 1/2d. per lb.

At yesterday's auction, 3,700 packages of plantation were offered, of which 46 (about 100 tons) were from Ceylon and 7,719 (about 80 tons) from Malaya. The market opened strong and improved during the sale, and an advance of about 1s. 4d. per lb. was paid for ordinary sheet and biscuit, and about the same for light crepes. Brown sugar was very irregular but on the whole sold well. Scraps sold from 5s. to 6s. 6d. Smoked sheet is in great demand with consumers and fetched up to 8s. 6d., or about 3d. per lb. premium over ordinary sheet.

## A MIDNIGHT SCENE.

## SHIPPING OFFICER ACCUSED OF ASSAULT.

"Yes, Sir, I struck him, but it was under great provocation." This was the excuse a shipping officer tendered in the Police Court, last Saturday morning, when he was charged with assaulting an Indian police-constable in Des Voeux Road Central at midnight on Friday. The defendant pleaded guilty, and made the excuse as given above.

The policeman stated that while he was on duty outside the Hongkong Hotel at midnight he saw the defendant reclining in a ricksha. The puller approached him and said that he did not know where to take the defendant, and that he would not pay his fare. Witness aroused the defendant and asked where he was going. The shipping man replied that it was none of his business and struck the policeman in the face. The latter seized him by the right arm, and received another blow.

Mr. F. A. Hasland—What was the provocation? Defendant stated that after a spree he wanted to go to a certain place, and the policeman thought fit to insult him, calling him a "big swine." Defendant told him that if he said those words again he would knock him down, which he did.

The defendant at this stage asked for an adjournment to engage a solicitor.

## THE "TACOMA-MARU."

## HANDSOME TESTIMONIAL TO THE KAWASAKI YARD.

The O. S. K. steamer *Tacoma-maru*, which was built at the Kobe Kawasaki Dockyard and has completed her maiden voyage to Tacoma, is stated to have proved very satisfactory in all respects, her arrival at Tacoma being two days ahead of schedule. It is now stated that the board of directors of the Osaka Shosen Kaisha has presented a testimonial to the Kawasaki Dockyard, accompanied by a gift of ¥10,000.

## TRIAD SOCIETY, RAID.

## EIGHT SUSPECTS ARRESTED.

For how long has it been known to the police that 34, Gage Street was the rendezvous of members of the Triad Society and for how long have the police failed in their attempt to capture them red-handed?

Some weeks ago it became known at headquarters that meetings of Triad Society men were held almost nightly within a stone's-throw, so to speak, of the station. Many attempts, so it is said, were made to raid the house, but with no result, as the news had got abroad of the contemplated visit.

On Sunday last, however, Inspector Hanson and a party of men raided the house and captured eight men, together with a number of documents which were said to belong to the unlawful society.

Those arrested were:—Wan Sam (34), a carpenter, of 45, Aberdeen Street; Ho Hin (37), a lime-washer, of Tai Wong Street; Lam Sin (35), a hawker of Queen's Road East; Fung Wai (29), a tailor, of 17, First Street; Tan Chan (30), a hawker of Queen's Road West; Chan Chai (30), a hawker, of 44, Third Street; Lau Yam (31), a carpenter, of 4, Peel Street; and Li Sing (31), of 15, Aberdeen Street.

The suspects were charged in the Police Court with being members of an unlawful society, and the case was adjourned until to-morrow.

## BURGLARS IN YOKOHAMA.

## FOREIGN PREMISES ENTERED.

On the morning of the 24th ultimo the offices of Messrs. Church & Co., at No. 57, Main Street, Yokohama, were entered by a burglar, who stole an amount made up on the safe. Although the outer lock was forced off, says the *Japan Gazette*, the safe containing negotiable securities valued at several hundred yen, remained intact.

Some mechanics employed by Messrs. Church & Co., residing on the premises, were awakened at about three o'clock by someone in the building. Information was at once sent to the police, who were promptly on the scene, but the intruder, finding that he was discovered, made his exit through a flight. In his flight, however, he left behind him a note, together with tools taken from the room, and a document of the premises, and a revolver—belonging to Mr. Church, which had only a day or two before been given out to the mechanics to clean.

The man seems to have had the weapon near by in case of interruption, but fortunately there were no cartridges to hand.

It is thought the intruder was someone familiar with the premises. An inspection of the premises by Mr. Church leads him to the conclusion that the man entered from the lane adjoining the buildings, and securing admittance through a small window leading into the repairing room, managed to collect the tools which he afterwards used.

## AMERICAN CHANGES IN CHINA.

## MINISTER CRANE SPEAKS OF REAPING MACHINES—THE BANKING OUTLOOK.

Charles R. Crane of Chicago, the newly appointed Minister to China, was in New York on July 31, and had something to say about the chances for American commercial enterprise in the Far East.

Among the things most generally sold in China, he said, "are American reaping machines and reapers. They have been introduced into North China and into Eastern Siberia. The manufacturers have not only established three or four distributing stations in Northern Asia but one of them is arranging to build a reaper factory in Moscow, which will serve as a means of supply to the Chinese and Siberian trade as well as in Russia proper. "We shall need strong banking institutions in China," he went on, "and no doubt in due time we shall have them. The recent opening of branches of the International Banking Corporation in Peking and Hankow is the beginning of a move in the right direction. With good administrative support and strong financial interests enlisted every banking requirement for the promotion of American interests in China will without doubt be forthcoming."

STEALING A sampan worth about \$20 from a Kowloon City merchant, was the charge preferred against two men belonging to a stone junket the Police Court, to-day (28th ult.). The sampan was moored near the beach at Kowloon City, and the defendant, it is stated, sunk her with rocks. This was three days ago. A search was made by the owner for the boat, but it was unavailing. At an early hour this morning the defendants were seen diving into the water and removing the rocks from the boat, their intention being to get her up and take her away. Sergeant Sim was on the look-out, however, and arrested the two men. A plea of not guilty was entered, and the case adjourned.

## CANTON-DAY BY DAY.

## VILLAGE ROBBERY.

## [From Our Own Correspondent.]

Canton, 26th August.

On the 26th day of this month, at 8 o'clock in the morning, the village of Ma Sha, in the district of Nambol, was attacked by robbers, of whom most were soldiers stationed in the vicinity. Sixteen houses in all were ransacked and five persons were kidnapped. The case has been reported to the Nambol Magistrate and yesterday that official sent a deputy to the village to investigate.

## LAUNCH FERRY.

The Canton Launch Guild has petitioned the officials for the privilege of running ferry boats in low of steam launches between Canton and Hoiwan to take the places of the sampans, which are not considered to be safe enough for passenger traffic. The petition of the Steam Launch Guild is now under consideration, and, if granted, the people will appreciate the action of the Steam Launch Guild in providing a steam ferry traffic service in the Pearl River between Canton and Hoiwan.

## LEATHER FACTORY.

It is reported that the required capital for the formation of the proposed Canton Leather Factory has been fully subscribed and that a site has been selected in the vicinity of the tanks of the Canton Waterworks for the establishment of the factory.

## CANTON VICEROY-DESIGNATE.

A telegram, received here this afternoon, states that H.E. Yuan Shu Huan, the Canton Viceroy-designate, left Shanghai to-day (28th ult.) by the steamer *Hsin Ming* for Hongkong. H.E. Yuan is accompanied by his family and suite.

A delegation was sent to-day by the Canton officials on board the gunboat *Po Pik* to Hongkong to meet the coming Viceroy, on his arrival at your end. Taotai Si Yui Chui and Mr. Si Wing Nin, Deputies of Foreign Affairs, will also leave for Hongkong by night boats for the same purpose.

## PROCLAMATION BY ACTING VICEROY.

As the new Viceroy, H.E. Yuan, is shortly expected at the Southern Canton, where he will assume charge of the Liang Kwang Viceroyalty, the Acting Viceroy, H.E. Wu Seung Lum, has issued a notification to the public that he would cease to receive petitions from the 26th inst.

## CONSULAR VISITS.

The Acting Viceroy, H.E. Wu Seung Lum, proceeded to the Shamant at 9 o'clock this morning to pay official calls to several foreign Consuls at Canton.

## GAMBLING PROHIBITED.

Lately, the people in this city, especially those belonging to the Mandarin class, have been indulging in games of "Sparrow," which, though not so harmful as "Fan Tan," is still considered injurious to the moral welfare of the people. The Taotai of Constabulary has now issued a proclamation to prohibit this form of gambling, the violation of which will meet with condign punishment.

## ANTI-OPIMUM CAMPAIGN.

The Canton Government Anti-Opium Bureau has issued circular instructions to require all the servants in the official yamens and departments, etc., to report at the Bureau and present themselves for examination. If any one is still addicted to the drug and should fail to appear as directed he will be severely punished.

## NEW PROVINCIAL JUDGE.

The newly appointed Canton Provincial Judge, Chiu Yin Pun, is expected to arrive here about the beginning of the 8th month, to take up his new appointment.

## 1st September.

## RIOT IN SHAMANT.

A riot occurred here on the Shamant Creek this morning between the Shamant guards (Chinese) and the rice merchants owing to a rice junk having entered the Creek and, as alleged, having caused an obstruction there. She was ordered to remove but the men on board refused to comply. Whereupon words were exchanged between the men of the two parties and in the end words led to blows. The rice merchants along the Sha Kue Street, in front of the Creek, on the Canton side were at once informed of the disturbance and they were then collected in a large number to attack the guards. In the melee several persons were injured. The rice merchants have closed their doors against the transaction of business to-day with the intention of going on strike. The Taotai of Constabulary, on learning of the incident, proceeded with several officials to the scene of disturbance to restore order. The officials have now the case in hand and it is expected they will soon settle the trouble without much difficulty.

## FIRE.

At 10 o'clock last night an outbreak of fire occurred in Ngau Yu Kiu in the Western suburb in a building contractor's shop. Seventeen houses in all were destroyed and several others were more or less damaged. During the last few days several cases of fire have been recorded.

## 2nd September.

## THE SHAMANT DISTURBANCE.

With reference to the disturbance which occurred here yesterday morning between the Shamant Chinese guards and the rice merchants as reported yesterday, the Taotai of Constabulary has now ordered the Captain of the guards, Fan Kam Chuen, to be removed from office and the two men who were the originators of the disturbance to be banished, and further to be exhibited in the stocks in Sha Kue street. When the disturbance was in progress, the guards entered the Hong Loong rice shop and they attacked the accountant and destroyed goods to the value of over two hundred dollars. The guards are alleged to have also taken away from the shop an account book and a sum of 170 taels in cash, as reported by the shop folk to the Taotai of Constabulary. Captain Fan, besides being removed from office, was required to compensate the shop for the loss. After the case was so settled, the Taotai of Constabulary again proceeded to Sha Kue street and personally persuaded the rice merchants to resume business. The rice merchants all appeared satisfied with the action of the officials in the punishment meted out to Captain Fan and the guards, and accordingly afterwards in the afternoon of the same day re-opened their doors and resumed business as usual. Captain Fan was furthermore ordered by the Taotai of Constabulary to let off a quantity of fire-crackers at the doors of the rice shops in that street in token of apology for his mistake. The injured men are now under the medical treatment of the Canton Red Cross Society.

## CONSUL-GENERAL IN AUSTRALIA.

Owing to the death of his mother, Taotai Liang Lan Fan, at present Chinese Consul-General in Australia, has applied for four months' leave of absence to return to his native city to Canton to go home mourning. Taotai Liang is expected to arrive here very shortly.

## THIEF.

Yesterday a thief was arrested by the guards of the Canton-Hongkong Railway for stealing a

railway passenger's luggage which contained a sum of two hundred dollars. The thief was handed over to the Nambol Magistrate; he was ordered to be exposed in the stocks for ten days at the Railway station at Wong Sha. After the expiration of this period, the man will serve a term of imprisonment.

## THE NEW VICEROY.

The new Canton Viceroy, H.E. Yuan Shu Huan, is expected to arrive here this afternoon from Hongkong by the steamer *Hsin Ming*. The officials have assembled at the Tien Tze Wharf and arrangements have already been completed to receive H.E. Yuan. On his arrival here the new Viceroy will take up his temporary residence in the Kwong Ngai Shu Kuk and will remove to the Viceroy's yamen when he has assumed charge of office on the 4th instant.

[The Viceroy's arrival at Canton was announced in a special telegram from our Canton correspondent yesterday afternoon.—Ed., H.K.T.]

## COMMERCIAL.

## WEEKLY SHARE REPORT.

Reviewing the share business for the week, Messrs. E. S. Kadoorie & Co. write this afternoon:—

Although only a small business has been done during the week, the market continues firm with a hardening tendency.

The eighth ordinary annual meeting of shareholders in the China Light and Power Co., Ltd., is advertised to take place on Saturday, the 11th inst., at noon. The transfer books of the company will be closed on the 10th and 11th inst.

Banks.—Hongkong and Shanghai Banks have ruled quiet during the week and close slightly weaker. A small sale has been put through at \$1,000 and there are further sellers. The London rate is 103 1/2 ex div. Nationals are in favour at 56 1/2.

Marine Insurances.—Cantons have declined to 18 1/2 at which price there are sellers. North Chinas and Yangtzes are both quiet and without business to report at quotations. Sales of Unions have been effected at \$315 and \$378.

Fire Insurances.—China Fires have been sold at \$115. Hongkong Fires are firm and inquired for at the improved rate of \$350.

Docks.—Both China and Manilla and Douglas are quiet and neglected at quotations. Hongkong, Canton and Macao Steamboats have hardened to \$1 1/2 but there are sellers at the close. Indo-Chinas are wanted at \$54, without business to report, but shares can probably be had at a slightly higher price. Shell Transports have been dealt in at 7 1/2, closing with further buyers. Star Ferries, old and new, are unaltered.

Refineries.—China Sugars have further strengthened, and there are buyers at \$14 1/2. Holders are waiting for higher prices. Londonos are easier and advised to be sold at \$49. Perak Sugars have weakened and business has been done at 21s. 2 1/2.

Mining.—Chinese Engineerings have sellers at 11s. 18 1/2 in the North. Raubs remain out of favour and neglected at 53.

Wharves and Godowns.—Kowloon Wharves have strengthened to \$60 at which they rule strong with no shares offering. Whampoa Docks have likewise strengthened and are quoted buyers at \$52, but none are obtainable at the rate. Shanghai Docks have improved to 17s. 7 1/2 at which rate sales have taken place.

Hongkong Wharves are firmer market in the North with buyers at the improved rate of 11s. 14 1/2.

Land, Hotels and Buildings.—Hongkong Hotels are quiet at \$75 for the old and \$45 for the new shares. Hongkong Lands are a shade easier at \$105, sellers, Humphreys' Estates can be had at \$22.

Cotton Mills.—Hongkong Cottons are obtainable at 57 1/2. Ewoi declined to 11s. 13 1/2 buyers during the early part of the week, but at the close there are sellers at 11s. 13 1/2. In other Northern Mills, we take the following changes from latest market advice:—band Internationals 11s. 12 1/2, Lan Kow Mow 11s. 11 1/2 sellers. Soyabean 11s. 15 1/2 buyers.

Miscellaneous.—China Light and Powers have been sold at \$61 and 57, closing easier at the latter rate. Dairy Farms have found buyers at \$17, and more can be placed. Green Island Cements have been sold at \$870. Sales of Hongkong Ice have been effected at \$188 ex the interim dividend of \$2 per share paid on the 25th ult. Peak Tramways are weaker and on offer at \$14 and \$14 1/2 for the old and new shares respectively. Philippines are in demand at \$9. Langkats, after rising to 1s. 10 1/2, have reacted and are now offered at 11s. 14 1/2. Sumatras are on offer at 11s. 15 1/2.

Rubber.—The Rubber market has been fairly active during the week under review, and prices in most stocks show an improvement on last week's quotations. Anglo-Malays have improved to 27-30, but there are sellers. Balgoovies are firm with buyers at 55 1/2 (S'pore). Castlesfields are quoted at 2s. 10 and Highland and Lowlands at 2s. 3 1/2. Lingvies, after sales at 2s. 1 1/2 and 2s. 3 1/2, are in demand at 2s. 2 1/2. Ledbury's have buyers at 2s. 2 1/2. Ragulais are slightly weaker and on offer at \$45; and possibly shares could be obtained cheaper.

Exchange.—The Bank selling rate on London is 10s. 11 1/2 on demand. The T/F rate on Shanghai is 74 1/2.

Dividends Payable.—Langkats.—Third quarter dividend of 11s. 13 1/2 for a/c 1909 payable in Shanghai on the 15th inst.

Forward Settlements.—The following dates have been fixed by the Stockbrokers' Association of Hongkong for Forward Settlement:—September Settlement, 29th September.

October " 30th October.  
November " 29th November.  
December " 29th December.

## TO-DAY'S EXCHANGE.

Selling.  
London—Bank T.T. .... 109 1/2  
Do. demand ..... 109 1/2  
Do. 4 months' sight ..... 109 1/2  
France—Bank T.T. .... 220  
America—Bank T.T. .... 170  
Germany—Bank T.T. .... 170  
India T.T. .... 132 1/2  
Do. demand ..... 132 1/2  
Shanghai—Bank T.T. .... 74 1/2  
Singapore—Bank T.T. per H.K. \$100 ..... 74 1/2  
Japan—Bank T.T. .... 109 1/2  
Yokohama—Bank T.T. .... 109 1/2  
Buying.  
4 months' sight L/C ..... 109 1/2  
6 months' sight L/C ..... 109 1/2  
30 days' sight San Francisco & New York ..... 44 1/2  
4 months' sight do. .... 44 1/2  
30 days' sight Sydney & Melbourne ..... 109 1/2  
4 months' sight France ..... 220  
6 months' sight do. .... 220  
Bank Silver ..... 132 1/2  
Bank of England rate ..... 21 1/2  
Sovereign ..... 21 1/2

The following officers of regiments represented in Far Eastern garbisons have passed the qualifying examination for promotion to the next superior rank:—East Kent Regiment, Captain C. H. Hood, Middlesex Regiment, Captain H. F. Ricknell and Lieutenant J. J. McCarthy.

## LOCAL AND GENERAL.

## PERAK is policed with a contingent of 1,225 officers and men.

ANOTHER earthquake has visited Shiga prefecture. Sixty people were injured.

An estimate of Tls. 90,000 has been made for the cost of the proposed Senate House in Peking.

THE Resolution dealing with the increase in liquor licences will not be proceeded with at the meeting of the Legislative Council on Monday.

St. Petersburg papers allege that a secret agreement is being negotiated between China and Japan in anticipation of another war in the Far East.

THE Colonial Secretary advises the receipt of a telegram from the Government of Burma notifying that restrictions against arrivals from the port of Hongkong have been removed.

A CHAIR coolie, who refused to accept hire, when called by Mr. John Ross, an overseer of the Water Works, had a fine of \$10 to pay in the Police Court, last Tuesday morning.

THE death occurred in the house of her mother in Paris on 28th July of Lady Sassoon, wife of Sir Edward Sassoon, M.P. She was a daughter of Baron Gustave de Rothschild, and was married in 1887.

A SHOPKEEPER, who was found guilty of issuing an unimpaired receipt to a customer, who paid him a bill amounting to \$25.88, was, in the Police Court, last Tuesday, ordered by Mr. J. R. Wood to pay a fine of \$25.

THE Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the hospitals:—  
Messrs. Thos. Cook & Son ..... \$ 50

THE outbreak of cholera among the natives at Cheloo is lessening and there are now fewer cases. The first case among foreigners occurred on 25th Aug., when Mr. George Cornwell, the pilot, was attacked. Mr. Cornwell died at two o'clock the following morning.

LANCE-SERGEANT Edwards, of the Water Police Station, charged a postman before Mr. F. A. Hasland last Monday morning, with making fast to the French mail steamer *Polynesian* while she was under way in the harbour on Saturday. A fine of \$50 was imposed.

A LAD named Li Fuk, nineteen years of age, stole a bicycle from 52, Haiphong Road, Kowloon, some time last week, and was arrested while he was attempting to sell it. He pleaded guilty to the charge in the Police Court, last Monday, and Mr. J. R. Wood sent him to goal for a term of six weeks.

THE statement recently made by friends of Sir Robert Hart is, we think, a little too pronounced. Sir Robert is now out of town for a rest, as his old enemy—insomnia—is giving him trouble. His general health is fair. The Chinese Government is still very anxious that Sir Robert should return.—*L. & C. Express.*

A CURIOUS charge was heard in the Police Court, last Monday. A Chinese lady, who resides at 20, Aberdeen Street, was charged by her husband with the larceny of her box of clothing and jewellery, valued at \$4.80 on the 8th February last. Messrs. Goldring, Barlow and Morrell appeared for the defence, and the hearing was adjourned.

HIS Excellency the Governor has been pleased to order that the record or file of patents heretofore kept and the Register of Patents be transferred from the Colonial Secretary's Office to the office of the Deputy Official Receiver and be placed under the custody of the Deputy Official Receiver with effect from the 1st September, 1909.

CHU LAI CHO, a barber, of 24, Pottinger Street, was charged in the Police Court, last Tuesday, with uttering a forged \$10 bill on the 23rd August, well knowing the same to be forged. The banknote purported to be one of those issued by the Chartered Bank of India, Australia and China. A plea of not guilty was entered and the case was adjourned.

MR. William O. Jack, M.I.E.A., of Hongkong, has been elected as Fellow of the Royal Colonial Institute. In consequence of falling health, Mr. J. S. O'Halloran is retiring from the secretaryship of the Institute after twenty-eight years' service, and the Council have appointed Mr. James R. Bogue, the librarian, to take up the duties as acting secretary.

A DUTCH marine belonging to the *Tromps* was charged in the Police Court, last Tuesday, with behaving in a disorderly manner in Connaught Road Central on Monday, and refusing to pay his ricksha hire. He pleaded guilty to the charges. For his disorderly behaviour he was fined \$5 and he was also ordered to pay the ricksha coolie sixty cents, the price of his drive.

OUR Canton correspondent writes that, on the 25th ultimo, the ringleader of a certain revolutionary society, named Kwok Ah Fio, was arrested by the local officials in Weichow. Many papers and a seal of the society were discovered in the man's possession when arrested. He has been handed over to the Commander-in-Chief Chao Ping Chik, for trial.

CHENG YUK, a cook on board the steamer *Chowang*, was charged in the Police Court, to-day (27th ult.), with assaulting a man named Ho Wing on board the steamer the morning. It was stated in evidence that the defendant was seen smuggling some salt on board. The defendant ordered him away, and as he refused to go, the cook seized the salt and threw it overboard and knocked the man down. The magistrate bound him over to keep the peace.

THE forty Chinese forming the deck crew of the liner *Montevideo* were photographed at San Francisco last month in pursuance of the newly formed plan of the Pacific Mail Steamship Company to prevent the smuggling of their Oriental sailors into United States ports. Heretofore an immunity record will be kept of the Chinese, who are alleged to have a way of substituting others in their places until the business of smuggling Chinese into San Francisco is said to have assumed large proportions.

CHINESE reports say that on account of the Chinese feeling that the change against Inspector Messrs. of Kiang (of Hongkong) caused the death of Yli Fe-chang, was unjustly (sic) dismissed by the British Consul at that port, certain sections of them are resolved to carry out a boycott against the British. In pursuance of this resolve a tea hong the other day withdrew a shipment of several thousand chests of tea



Fifty dollars were imposed on a boatman at the Magistrate's Court this morning for making fast to a steamship.

As will be seen from our advertising column, the Government is advertising the powerful dredger *St. Roch* for sale.

A CHINESE steamer was charged this morning at the Magistrate's Court with the alleged embezzlement of \$125.50 from a certain British firm. The case was remanded.

FOR stealing a quantity of rubber, two men were fined \$25 each in the Police Court this morning. A line amount was imposed on another Chinaman for the theft of a brass pipe.

THE Chinese Chamber of Commerce in Shanghai has contributed a thousand Mexican dollars to the fund for the relief of the affected people in Osaka, through the Japanese Consul-General, Mr. Eitaki.

THE imports of copra last year at Odessa amounted to 14,000 tons from Singapore and Sialta and 9,000 tons from Ceylon respectively. It is estimated that at least a similar quantity will be imported during the year 1909.

THE *Compter Saigonensis*, that the European export firms at Saigon have been so hard hit by the long-standing commercial crisis and by Chinese failures that they have formed themselves into a syndicate to safeguard their mutual interests. The post of president of the syndicate has been offered to Mr. Schenck, who was formerly chairman of the Chamber of Commerce there.

CAPTAIN A. Dixon, of Messrs. Alfred Holt and Company, charged two men, Tang Koo, a diver, and Wong Wan Kwong, a fisherman, in the Police Court, last Tuesday, with stealing a quantity of old iron, the property of his firm. The first defendant, who was employed by the Harbour Office, said that he picked up the iron while diving some eight yards off Holt's pier at Kowloon. He could not, however, explain how he came to be found under the pier. The other man said he was engaged by the first defendant at a dollar a day, and all he had to do was to put the iron in his boat. The Magistrate (Mr. H. H. H. H.) sentenced the first man to six weeks' hard labour and the other to a term of three weeks.

THE *Kohala* latest run across the Pacific was uneventful. The passengers were somewhat disappointed at not being allowed to land at Honolulu, where the liner was detained one day by the quarantine officials. A supposed case of plague had developed in the steerage quarters, and the authorities made a thorough investigation before they gave the steamer permission. So far as sociability aboard ship was concerned, the passengers enjoyed themselves immensely. Numerous entertainments were given, and it is said that Consul-General Wilder was the shining spirit in these affairs. After leaving Honolulu, at a gathering in the dining-hall, Wilder made some remarks, the following being credited to him among other humorous things: "I know why they call Honolulu the Paradise of the Pacific. Because it's such a hard place to get into."

#### CHINA COAST METEOROLOGICAL REGISTER.

September 2nd, 1909, a.m.

Vladivostok	3 a.m.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
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